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COOK'S HANDBOOK

TO

NORWAY

AND

DENMARK

WITH

ICELAND, SPITSBERGEN

AND OTHER ARCTIC ISLANDS

WITH MAPS, PLANS AND VOCABULARY

Tenth Edition, Revised and Enlarged



LONDON
THOS. COOK & SON, LUDGATE CIRCUS
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PREFACE

TO THE TENTH EDITION

THIS Handbook is intended to serve as a useful travelling companion to Norway and Denmark. It will be found to contain practical information on the most important subjects in which the Tourist can be benefited.

The present Edition has been enlarged and brought up to date, the map of Europe, showing the geographical position of the Scandinavian countries and their relations to England and the Continent as to distances and extent has been carefully revised and enlarged. Spitsbergen and other Arctic Islands having been added; plans of Christiania, Trondhjem, Bergen, Stavanger, and Copenhagen have been revised; the original map of the Norwegian fjords has been corrected and the new routes given. A map of the new Bergen Christiania Railway and maps of the environs of four of the towns named which were added to former Editions have been revised.

To meet the many enquiries about fishing, shooting, and other sports in Norway, the special chapter dealing with this subject prepared for the Sixth Edition together with a translation of the new Game Act, has been carefully revised and brought up to date. A list of places where trout fishing can be had either free to the guests of the hotels or on very reasonable terms has also been added.

The chapter on the "Sanitoria of Norway" has been prepared for this Guide from authentic sources and will be found to contain the information necessary to those who are desirous of selecting one of the many Sanatoria for a prolonged stay.

A chapter on Jotunheimen has been added, and the Supplement contains an article on "Winter Sports in the North."

Although the author is thoroughly conversant with Norway, he has not attempted to describe everything, but has endeavoured to show how the main routes and principal places of interest may be visited to the best advantage.

For the information about places where fishing may be had, we are indebted to The Stavanger Tourist Society.

The chapter on Spitsbergen has been revised for the Eighth Edition, and the description of Iceland has been enlarged. A short description of the other Arctic lands with map of same, a new feature of the Ninth Edition, has been retained.

Denmark.—In order to meet the constantly increasing enquiries about tours in Denmark, the description of Denmark, the Excursions and tours through the Danish Isles contained in the former editions have been revised and brought up to date.

Special attention has been directed to add to the value of the book by simplicity of arrangement and clearness of type, so that it may be readable and serviceable under all circumstances.

Notices of omissions or of inaccuracies, and suggestions by which future Editions may be improved, will be thankfully received.

THOS. COOK & SON.

SCANDINAVIAN DEPARTMENT,
LUDGATE CIRCUS, LONDON
March, 1913.

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COOK'S HANDBOOK

ON

NORWAY,

WITH DENMARK, ICELAND, AND SPITSBERGEN.

Introductory.

THE season in Norway begins in June and closes early in September, and it is during this period that the great stream of tourists passes through the country. Some of the hotels in the interior of the country do not open before June, and the summer services of the steamers are not fully organised until that month. May is, however, a very beautiful month, and offers many charms to visitors of the coast and fjord districts, where the spring sets in much earlier. In May the great masses of snow, melting under the powerful rays of a sun which only disappears from the horizon a couple of hours in the middle of the night, turn mountain streams into grand rivers, which, rushing across the high table-lands, precipitate themselves thousands of feet down the steep mountain sides, forming grand cataracts and waterfalls, of which later on in the season small traces only remain. In May it is also easy to secure the best accommodation on the different lines of steamers going from the North of England to Stavanger, Bergen, Trondhjem, Christiania, and from Harwich to Esbjerg.

The time for a tour to the North Cape and the "Land of the Midnight Sun" is from the middle of June to the end of July. To Spitsbergen, the most favourable time for a visit is the month of August. The Midnight Sun is visible at the North Cape from May 15th to August 1st, at Spitsbergen to the 1st of September. The Yachting Tours to the Fjords are made during May, June, July, August, and the first week in September.

After the great rush of tourists has ceased in September the weather frequently remains fine for several weeks. For the benefit of those who have been unable to visit Norway during the summer, THOS. COOK & SON have

made special arrangements for Cheap Conducted and Independent Excursions of Twelve Days or more in Norway. Programmes, &c., to be obtained from their Chief Office or Branches.

In years gone by it was considered a serious undertaking to leave the coast-lines, where the principal cities are situated, and penetrate into the interior to visit the splendid scenery and see the quaint life of the country; and for such a visit an interpreter was required. All this is now changed by the complete arrangements made by THOS. COOK & SON, which include comfortable travelling at moderate rates on all the principal overland, carriage, and posting routes. Excellent hotels and inns, with English-speaking landlords and servants, have sprung up everywhere, and it is quite possible for tourists to travel now with as much ease and at no greater expense than the resident holiday-makers.

Norway is being visited by an increasing number of tourists in the winter, who are attracted by the invigorating winter sports. About January, February, and up to Easter, the great Ski-runs and skating matches take place near Christiania, Trondhjem, and Bergen.

The sanitary arrangements, which have been rather primitive until recently, have now been thoroughly improved and brought up to date, not only in the towns but throughout the country. Even many of the smaller hotels have now perfectly fitted lavatories and bathrooms.

PLAN OF TOUR.

EXPENSES, MONEY, LANGUAGE.

BEFORE starting on a tour in Norway, it is very desirable to decide on a definite plan. It is the principal object of this book to assist the intending traveller in selecting the most suitable routes. The important considerations are: first, the question of time and cost; and next, any special object the traveller may have in view in going to Norway. Norway is such an extensive country—see p. 18—with no railway communications beyond three or four main lines and a few branch lines, the traveller who would explore the beauties of this "Ultima Thule"—the "Land of the Midnight Sun"—and the Fjords, or the interior, with its mountains, valleys, gorges, and waterfalls,

will be chiefly dependent on steamers and carrioles as the best means of communication adapted to this country Lately motor cars have been placed on most of the posting routes, and although the fares by these conveyances are somewhat higher, the time required is so much shorter that a tour across one of the overland posting routes which formerly occupied two or three days can now be done in one day or less It is, however, hardly possible or profitable to attempt to see the whole of Norway in one season If the traveller thinks he will never have a chance of visiting Norway again the North Cape tour, combined with one or two of the principal overland routes, and a few short excursions embracing the chief places of interest should be chosen

Should other engagements make it impossible to go early enough in the season for the North Cape tour—viz., from the middle of June to the end of July—one of the many yachting tours to the Fjords of the west country might be selected, or if economy must also be considered, one of the Cheap Independent or Conducted Tours arranged by THOS COOK & SON, and leaving London, Hull, and Newcastle every day during the whole season, will be found to answer the requirements These tours may be made in various ways to suit the circumstances of everybody. (For fares, see Cook's Programmes of Tours to all parts of Scandinavia)

N B—Passengers wishing to return by a particular steamer should make sure of their berths for the return passage at the time of booking

A special feature of Cook's arrangements in Norway and Denmark are the Cheap Inclusive Holiday Tours in connection with the Wilson Line and the Finland Royal Mail Steamship Line from Hull three times every week during the season

Inclusive Independent Travel.—Is not limited to cheap, popular tours, but as there is a general demand for travel without trouble, this method is rapidly becoming a most important feature of our arrangements A booklet giving full particulars can be had at any of Cook's offices

Expenses.—From the above it will appear that a tour in Scandinavia need not be more expensive than a tour in England or on the Continent, and that it can certainly be done cheaper than in some other parts of Europe. It will,

however, be well to allow from £1 to 30s a day, to include everything. The cost may be considerably reduced in the case of husband and wife, or families and parties, or if second class steamer and third class railway be taken and some of the new steamers have very good second class accommodation.

If a prolonged stay be made in some particular place, full board with lodging can be secured at about 6s a day, at the best country hotels for periods not less than one week.

Money.—The currency is the same for the three Scandinavian kingdoms, in accordance with a convention of 1873 and 1875, and is based on the decimal system. The monetary unit is 1 krone (pl. kroner), of 100 öre = 1s 1⅓d.

Copper	1 öre	Silver	10 öre
"	2 "	"	25 "
"	5 "	"	50 "
		"	1 00 krone
		"	2 00 kroner
Gold	5 kroner	Paper	5 kroner
"	10 "	"	10 "
"	20 "	"	50 "
		"	100 "
		"	500 "
		"	1,000 "

Gold is not much used, silver and notes being preferred. The notes are issued by the State, and are at par with gold. Notes issued by "Sveriges Riks Bank" (Bank of Sweden) and Danish notes pass freely everywhere, but are not legal tender in Norway. The safest plan is to procure circular notes free of charge by THOS. COOK & SON for twenty, ten, or five pounds sterling, or a letter of credit. A premium is generally paid on these notes. Scandinavian money can be procured at THOS. COOK & SON'S Chief Office, Ludgate Circus, London, E.C., or at any of their offices in Norway.

Language.—The languages spoken in the three Scandinavian countries are so much alike that the educated classes of these countries can understand each other pretty well. The constantly increasing number of tourists has induced a great many people, even of the working class, to learn English. The Norwegians may be said to be a seafaring nation, and besides having an extensive shippi

business of their own, many of their young men serve in the British and American navies. A great number have returned from America after saving a sufficient sum to buy back the old homestead; it will then be readily understood that travellers will hear English spoken everywhere —on the steamers, at hotels, and at the posting stations and inns of the interior. This applies, however, more to Norway than to the two other countries. At all events, a lack of knowledge of the language of the country is no great obstacle. At the end of this book a small vocabulary and a few of the most useful phrases in case of an emergency will be found. Phrase books kept on sale at all COOK'S offices.

Hotels and Inns.—In the towns there are good hotels, with waiters who speak German, English, and French. Less pretentious and more economical establishments with waitresses, and the fare of the country, are also to be found. In Christiania, Bergen, Trondhjem, and Copenhagen there are good restaurants, which are convenient while sight-seeing, instead of being obliged to return to the hotel. Private pensions at the rate of from 3 kr. a day or £5 a month can always be recommended by our Scandinavian offices. In all the principal towns and tourist districts of Norway COOK'S Special Series of Scandinavian Hotel Coupons are accepted at the various hotels indicated on the Special Scandinavian list. The first-class hotels in the large towns who accept COOK'S Continental Coupons may be found on the Continental Hotel list.

In Norway an ordinary or *table d'hôte* dinner is served at 2 o'clock, and in Copenhagen later in the afternoon or evening. There is an abundance of fresh and smoked fish of all kinds. Mutton and lamb are very good; the beef and pork are rather out of season during the summer months. The bread is excellent, and there is an abundance of fresh butter and rich milk and cream; eggs are also plentiful, and there is an endless variety of cheese. Norwegian cooks have great skill in making delicious pastry, puddings, and cakes. Jams and fruit sauces are preserved from several sorts of berries and fruits. The beer of the country is excellent, and contains so small a percentage of alcohol that it can hardly be said to be intoxicating. The water is generally pure. The large cities—Bergen, Christiania, Trondhjem, and Copenhagen—have excellent supplies of water.

It may be seen from the above that a traveller in Norway need not apprehend any great hardships in the way of food, only he must not expect to find everything prepared in the same way that he has been used to. The Norwegians make excellent coffee, but in some places they do not know how to make good tea. The tea at the country shops is of an inferior quality, and very dear. It would be well, therefore, for those who are particular to bring their own tea. The cost of living has increased rapidly during the last few years, in proportion as the number of travellers has increased; but for all this Norway still remains one of the cheapest tourist resorts in Europe. In towns the charges of the hotels for food and lodging vary from nine to fifteen shillings a day, and in the country from seven to nine shillings a day.

Sanitary arrangements in the hotels have been rather primitive, and have been the cause of complaints by visitors accustomed to the most modern system, but this drawback has now been removed. On Cook's Scandinavian Hotel List the hotels that have been fitted with perfect sanitary arrangements are indicated by an *, and it will be seen that it will no longer be necessary to stop at places which are deficient in this respect.

Conveyances.—*Posting in the Interior.*—The posting routes have been laid out by the Government, and permanent ("*faste*") and notice ("*tilsigelse*") stations established, subject to a regular tariff, with intervals of about ten miles, along the routes (an Act of September 24, 1851, June 3, 1874, § 2, June 19, 1878, § 1, and July 14, 1903). The regulation posting conveyances are the carrioles, two-wheeled vehicles for one person, and the stolkjærre, a two-wheeled cart for two persons. The postboy sits behind on the luggage or on a small detachable seat. Most people prefer to hold the reins, as it requires no special experience to drive Norwegian posting horses; they are so accustomed to go over the same route many times every day that they are perfectly able to find their own way, but the postboy will drive if the traveller prefers him to do so. It should be borne in mind that while the traveller is driving himself he is responsible for any accident that may happen. (See Posting regulations.) The tariff on most routes is based upon a charge of 17 öre a kilometre for a carriole for one person, and 25½ öre for

a stolkjærre for two persons, or one and a half fare. The stolkjærre (stool cart) is really intended for two adults, or for one person travelling with more luggage than can be carried on a carriole according to the regulations. On the main routes good carrioles and stolkjærres are now kept. Cook's posting tickets are available for carrioles or stolkjærres and carriages.

The most comfortable mode of travelling is, no doubt, by private travelling carriages, which can be secured through any of THOS. COOK & SON'S Offices, at a very little more than the carriole tickets, and in some instances for the same price, in cases of three or four persons going together.

During the last couple of years, regular motor-car services (automobiles) have been established on the principal posting routes. Although the fares by these conveyances are considerably higher according to the mileage tariff, they can go three times as fast as the ordinary travelling carriages, therefore the fare for the routes are about the same for horse carriages and automobiles. The number of these motor cars are, however, very limited, there being only about three or four on each of the principal routes capable of taking five or six passengers with handbags.

Only the most necessary luggage should be carried through the country, and the heavy portion should be sent round by steamer to meet passengers at the end of the journey. All information and assistance will be given at THOS. COOK & SON'S Offices in Bergen, Christiania, or Trondhjem. The most convenient luggage is a flat box, from thirty to thirty-three inches long by twelve to fifteen deep and twenty broad, which may be put under the berth on steamers, and in the carriage makes a capital seat for the postboy. Bags and hold-alls are convenient, and may be carried in the carriole or carriage. A piece of tarpaulin, or waterproof cloth, is very useful to protect luggage on long journeys, and will also serve as an extra apron or ground cloth.

Clothing.—The same kind of clothing should be chosen as would be required on a journey in England or Switzerland, viz., tweed or serge suits, felt hat, good boots, overcoats, waterproofs, and rugs. Ladies' clothing should be light, but warm, both as to outer and under garments; dust cloaks and waterproofs are both useful.

GENERAL DESCRIPTION OF NORWAY.

NORWAY forms the north-western part of the Scandinavian Peninsula. It extends from 57° 58′ north lat. (the little island of Slettingen, off Mandal) to 71° 11′ north lat. (Knivskjælodden west of the North Cape on the island of Magerö), or keeping to the mainland from Lindesnæs 57° 59′ to Nordkyn 71° 7′. East and west Norway extends from 4° 30′ east long. (Utvær at the mouth of the Sogne Fjord) to 31° 11′ (Hernö, near Vardö), which represents 1⅓ hours' difference in time.

The length of the coast-line, exclusive of fjords, bays and islands, is 3,018 miles. Around the outer belt of rocks the coast measures 1,700 miles, but taking the inner shore-line, including the fjords and around the large islands, the entire length may be estimated at 12,000 miles, or a distance equal to half the circumference of the globe!

In a straight line from north-east to south-west, from Vardö to Lindesnæs, the distance is 1,100 miles. The greatest width in the south is about 250 miles, while in the north it is only 60 miles. At one point in Nordland, at the head of the Vest Fjord, the country is almost cut in two by the Ofoten Fjord, which extends to within 30 miles of the Swedish frontier, where lies the town of Narvik, which has recently sprung into existence around the terminus of the Ofot-Gellivare Railway. On some maps this place is called Victoriahavn.

Configuration.—Norway is bounded, north, by the Arctic Ocean; west, by the Norwegian Sea and the Atlantic Ocean; south, by the Skagerac; east, by Sweden, Finmark, and Russia. The whole country consists of one immense mountain plateau, intersected in the east by great valleys and in the west by deep fjords and bays. The tops of the mountains are mostly rounded, giving the whole country the predominating character of an undulating plateau, in which the fjords and valleys only appear like narrow fissures.

In a topographical sense Norway does not seem to have any "natural frontier" on the east side, and the familiar statement of our text-books about the great mountain ridge of "Kjölen" (the keel) forming the boundary between Norway and Sweden is only a fiction, as no such definite boundary-line exists between Norway and her other neighbours on the land side. Nevertheless, a boundary does exist which is more effectual than mountains or rivers. Between Norway and her neighbours in the east stretches a wide band of trackless desert land, hundreds of miles in width, so utterly desolate and apart from the continuous area of human habitation that the greater part of it, north of Trondhjem, was quite unknown up to the last century. Only nomadic tribes of Lapps with their reindeer flocks wandered about over these dreary wastes, constantly dodging the authorities of Norway, Sweden, and Russia, who all claimed sovereignty over them, and by all of whom they were taxed in turn. Not until 1826 was any parcelling out of this desert made towards Russia, but even then no really satisfactory boundary-line could be fixed. The inner districts of Finmarken, Karasjok and Kautakeino have a population no denser than one inhabitant on each square mile; the adjacent parts of Finnish and Russian Lapland are still more sparsely inhabited, and the width of this desolate region is about 200 miles, while from 64° north lat. southwards towards Sweden this desert band is about 120 miles wide, or twice the width of Norway itself. This wedge of desert, stretching far down between Norway and Sweden, is estimated to have a superficial area of about 150,000 square miles, with a population of only 15,000 Lapps—a perfect Arctic waste; physically it is an offshoot from the tundra belt of the shores of the Polar Sea. The height above the sea towards Swedish Norrland is about 2,000 feet, with a mean annual temperature of from 32° to 28° Fahr., while the temperature of January does not rise above 10° Fahr., the entire region being covered with snow 200 days out of the year, and even the deeper lying large lakes are ice-bound until midsummer.

At Trondhjem, however, the icy band is almost broken off by the Trondhjem Fjord, the forests of both countries meeting in the deep valleys, and the population in this district rises to 2·5 per square mile without the nomadic Lapps, being altogether replaced by the settled inhabitants.

South again, in South Jemtland, the southern districts of Dalecarlia and Klara, the population becomes more sparse with the increased height of the ground, until it again dwindles down to half. Up to the seventeenth century only a few scattered clearings had been made in these dense forests by Finns, who gradually carried these clearings towards the north until they met the Lapps, and their descendants who constitute at present the very thin population of these districts on both sides of the frontier. It is only at this depression around Trondhjem and farther south, where the regularly settled districts meet, that there are any roads of communication possible between the two countries. It is noticeable that all hostile incursions and invasions have always been made through one of these districts. The land boundaries of Norway towards Sweden, Russia, and Finland being marked by this desolate band, awful in its vast solitude, trackless and uninhabited, only occupied by wandering tribes of Lapps, form an impregnable bulwark, isolating the country more effectively than any other frontier, however clearly defined.

In the extreme north there are no mountains of great altitude. Especially conspicuous is the Alpine district in the interior of the diocese of Tromsö, with a maximum height of 5,475 feet, the ice-covered tract of Sulitjelma, east of the Salten Fjord, 6,187 feet, the mountains east of Trondhjem, 4,560 feet, and those east of Röros, 4,680 feet. From this region the great mountain plateau known as the Dovre takes a west-south-west direction, commencing with an elevation of 2,000 feet, gradually rising farther west into peaks like Snehätten, 7,566 feet, which was long considered the highest mountain in Norway, but Galdhöpiggen, which rises out of the Jotun Mountains farther south, is 8,400 feet, and is therefore the highest peak not only in Norway but in Northern Europe ; extending down to the Sogne Fjord, it terminates in the great snowfield, the Jostedalsbræ. Under the name of Langfjelde this ridge extends from the Jotunheim southwards, comprising the Fille Fjeld (Suletind 5,807 feet) ; Jökuleggen, 6,247 feet ; Hallingskarvet, 6,430 feet ; Halling Jökelen, 6,539 feet ; Hardangervidden (Haarteigen) 6,063 feet ; gradually losing itself in lower elevations in the extreme south of the country. A glance at the map will therefore show that this high ridge which traverses the Scandinavian

Peninsula runs almost parallel with the coast. On the whole, Norway presents a decidedly regular structure. The narrowest part of this mountainous mass occurs on the side of the ridge facing the Norwegian Sea, the broader part on that facing the Baltic and its arms. Toward the east the country presents a comparatively even surface, with a uniform slope both in Sweden and in that part of Norway lying south of the Dovre and Langfjelde. West of the ridge, however, the rocky mass maintains on the whole a higher elevation, with little or no perceptible slope, here and there descending in ledges towards the sea, while in some localities the final descent is very precipitous and abrupt, frequently terminating in lofty islands, forming the unique feature peculiar to the coasts of the Scandinavian Peninsula, "the Skjærgaard."

Having noted the general configuration of Norway, which appears like a vast table-land with an elevation of from 2,000 to 4,000 feet, from which the summits of the mountains rise and which is intersected by wide fissures forming the valleys, lakes, and fjords, it will be perceived that the roads traversing the country must necessarily follow the valleys and mountain passes.

The Southern Coast.—The whole of the southern coast from Christiania to Lister is comparatively very low. This section of the east coast is rather different from the rest, being less varied in character. It retains, however, to some extent the general features, the frequent indentations by fjords which extend far into the country, and the chain of islands and skerries lining the same, though the former are less frequent and the latter not so continuous as on the western and northern sections. The most important among the fjords are the Christiania Fjord, 90 miles long, from the Færder Lighthouse to Christiania, terminating in the Bunde Fjord, extending from north to south, and farther down it forms the Drammen Fjord, the Langesund and Skien Fjords, besides a number of other branches of less importance. There are numerous islands in the Christiania Fjord, among which the following are the most important: Jelöen, near Moss; Hvalöerne (Whale Islands), off the eastern shore; Nöterö and Tjömö, off the western shore; Hankö, off Fredrikstad, a popular health-resort; and Jomfruland, near Kragerö; besides Tromöen, near Arendal. The mouth of the Langesund Fjord is open

towards the sea, and the section of the coast westward of Lindesnæs is unprotected by the fringe of islands which forms the "Skjærgaard" along the rest of the coast; neither is it intersected by fjords of any considerable extent.

The West Coast and the "Skjærgaard."—From the Bukken Fjord, which lies open and fully exposed to the sea, the "Skjærgaard" may be said to commence in a stricter sense, as from this point it continues almost unbroken nearly up to the North Cape; except at the mouth of the large fjords, which are open to the sea. The Bukken Fjord sends out several arms, the principal of which are Stavanger Fjord and Lyse Fjord, the latter being noted for its great narrowness and lofty, precipitous mountains. The "Skjærgaard" (yard of skerries), which has very aptly been called the outer coast of Norway, makes navigation perfectly safe and comfortable, even for small and weak vessels, which can sail through this inner channel for hundreds of miles in perfectly smooth water, while it would be impossible for some of them to live in the sea outside this wall of protecting islands, skerries and holms. This "inner lead," as the channel between the mainland and the barrier of islands is also called, consists of a series of land-locked sounds and lakes, which give to the coast of Norway the unique and peculiar charm that has made it the favourite destination of yachting cruises from every part of the world. Among the larger fjords of the west coast are specially noteworthy the Hardanger Fjord: Beginning at the large island of Bömmel, it cuts into the country for 80 miles in a north-easterly direction, sending out several arms, one of which, called the Sör Fjord (South Fjord), pierces the country in a southerly direction, and is considered one of the great attractions of Norway. From Bergen northwards to Stadt there is a well-protected "inner lead," except at the mouth of the Sogne Fjord, at the 61st parallel of latitude, where there is a short break in the island chain. The Sogne Fjord is the longest of all the Norwegian fjords, penetrating 100 miles into the country, everywhere walled in by precipitous rocks and mountains. Its principal arms towards the north are: Fjærland Fjord, the Sogndal Fjord and the Lyster Fjord; eastwards, the Aardal Fjord and Lærdal Fjord; southwards, the Aurland Fjord and Nærö Fjord, the latter being the grandest of them all.

Outside of the Sogne Fjord lies Utvær, the most westerly island in Norway, and, farther off, the lofty islands of Alden, Aralden, Batalden, Kinn, and Skorpen. At this point the Dals Fjord and Förde Fjord, and, farther up, the Nord Fjord, one of the largest and finest fjords, surrounded by lofty Alpine peaks, penetrate into the country. Outside the Nord Fjord lies the wild and uninhabited island of Bremangerland, with Hornelen, the finest sea-cliff in Europe, 2,940 feet. Stadt is a very bleak and rugged headland projecting into the open sea, and here the coast is unprotected by islands or reefs, but a little farther towards the north-east the smooth "inner lead" again commences. On this part of the coast the Romsdal and Söndmöre Fjords fill the great rockbound valleys, overhung by glittering glaciers, the most important of their ramifications being the Hjörund Fjord, the Sunelv Fjord, the Romsdal, Sundal, and Surendal Fjords. The coast south of Christiansund is again exposed, but north of that town the large islands of Smölen and Hitteren again form an effective bulwark against the waves of the ocean. At this point begins the "Trondhjem Lead," through which the mouth of the broad and extensive Trondhjem Fjord is reached. For a distance of eighty miles this fjord runs first in an easterly direction, then north, terminating at Stenkjær in the Beitstad Fjord.

North of Trondhjem there is again a gap in the island chain, where the Folden Fjord opens its mouth to the ocean, but from this point and around the mouth of the Namsen Fjord an archipelago of rocky islands extends northward to the Vest Fjord, rendering an approach to land very dangerous. Among the chain of lofty and picturesque islands, which are the characteristic feature of the coast of Nordland, the following are especially noteworthy: Torghatten (the Hat of Torge), with its natural tunnel 400 feet above the sea, which pierces the mountain from south-west to north-east for a distance of 520 feet, Vaagö, Dönnesö, Lovunden, Trænen, Hestmandö (the Horseman), Lurö, Fuglö, and Landegode. On the mainland magnificent mountains raise their peaks, as the Seven Sisters on Alstenö, Strandtinderne and the glacier regions of Svartisen. Although the fjords in this part of the country are not so extensive as in the south, they are still of very considerable size, the principal ones being the

Bindal Fjord, the Vel Fjord, Ranen, Salten, Tys and Ofoten Fjords. Off Salten are the famous Lofoten Islands, skirting westerly a broad arm of the sea called the Vest Fjord, which terminates in the Ofoten Fjord. The famous group of islands called Lofoten consists of a chain of mountainous islands separated by channels of various width. The group consists of four large islands and some smaller ones. The four large islands are: Vestvaagöen (265 sq. miles), Östvaagöen (130 sq. miles), Gimsöen (45 sq. miles), Flakstadöen (67 sq. miles). The famous *Malström*, which the steamers pass through and in which the uninhabited island of Mosken with the peak Vilhelmstinden (975 ft.) lies, separates the island of Moskenœs from the two outermost islands, Vœrö (12 sq. miles and 600 inhabitants), and Röst (8 sq. miles). The mountains on the outer islands are, however, not very high, and Röst, the largest one, is rather low, but otherwise the characteristic feature of this remarkable group is mountainous, and hundreds of lofty granite peaks with most weird and fantastic shapes are outlined against the Arctic sky, reaching an altitude of from 2,000 to 3,500 feet, and the circumstance that these hyperborean Alps rise directly out of the sea renders them still more imposing. To the north of Lofoten, and forming a continuation of that group, lie the Vesteraalen Islands, including in their number the largest of all the Norwegian islands, Hindöen, the second largest being Hitteren, at the mouth of the Trondhjem Fjord, already mentioned. The southern parts of the Vesteraalens are quite equal to the Lofotens in grandeur. Farther north comes another group of islands, among which the best known are Senjen, Kvalö, and Ringvadsö, all within the diocese of Tromsö.

Northern Fjords and Islands.—The most important fjords are those of Lyngen, Malang, and Bals Fjord, Ulfs Fjord and Kvænang Fjord, with the grand Kvænang peaks. Along the coast of Finmarken we have the islands of Sörö, Seiland, Kvalö, Ingö and Magerö, on the latter being the North Cape. At this point the Skjærgaard abruptly ceases. Beyond, the coast of Finmarken presents an extremely monotonous and desolate appearance. The mountains called "Næringer" are flat-topped and perfectly barren, descending abruptly into the sea, and no islands form a protecting barrier against the fury of

the Polar Sea. At the farthest extremity of Norway lies the island Vardö, with a couple of smaller islands. The fjords of Finmarken are, however, of more interest, being broad and long. Foremost among them is the Alten Fjord, with fine scenery and well-cultivated districts, Porsanger Fjord, Laxe Fjord and Tana Fjord, all extending in a southern direction, while the Varanger Fjord runs westwards.

Topography of Norway.—The Scandinavian Peninsula really forms a continuation of the continent, from which it is only separated superficially by the shallow basin of the Baltic. It presents the same characteristic uniformity of an even plateau of gneiss and granite continued from Finland, and just dipping below the Gulf of Bothnia, it rises gradually towards the west to an altitude of 2,500 feet. The rocky ground, however, changes as it approaches the Atlantic, acquiring a different character. Like a terrace, clearly defined, another plateau rises in a line almost from Lindesnæs to the North Cape. This higher plateau arches slightly to a height of about 3,000 feet from the eastern edge to the crest of the peninsula, which runs north-north-east, whence the western side again dips down with a slight curve into the Atlantic. The boundary of these two structural features of the Scandinavian Peninsula is perhaps most clearly marked in Swedish Norrland, where "högfjällen," the mountains, rise like a wall against the granite plateau of the lower-lying woodland, which corresponds to the continent plateau. The wall forms a line of demarcation, along which the great northern Asiatic-European belt of conifers abruptly ceases. Farther south, in Norway, this line is less clearly marked, and is not yet decidedly determined everywhere in a geological sense. Topographically, however, a distinct step is marked by a range of mountains, which rises far above the forest area below to heights some of which are only surpassed by mountains considerably nearer to the axis of altitude, viz., Sölen, 5,750 feet; Höglind, 3,920 feet; Prestkampen, 3,986 feet; Synesfjeld, 4,639 feet; Storrusten, 4,219 feet; Norefjeld, 4,951 feet; Gausta, 6,178 feet; and Lifjeld, 5,084 feet, the last two in Norway.

Rivers and Lakes.—While in the west there is not much room for rivers and lakes on the narrow tongues of land between the fjords, the distances from the watershed to the heads of the fjords not being very great, in the east

the valleys are longer, running parallel and fairly regular, open and flat up in the mountains, cut deep down through the plateau into the forest belt. In the mountainous district, where the rivers fall over the edge of the plateau into these deeply-cut valleys, there are also high waterfalls like "Rjukan" (the reeking fall) in Telemarken, 344 feet. There are plenty of smaller waterfalls a little distance above the mouths of the rivers. Some of the rivers have long reaches and their basins are large, *i.e.*, the Glommen, 16,000 square miles; the Drammen, 6,600 square miles; the Skien River, 4,250 square miles; but the volume of water is comparatively small on account of the smaller rainfall, the slope is too great and there are too many rapids for the rivers to be navigable to any extent. On the vast plateau of Eastern Finmarken there are also rivers of considerable length, as the Tana, 180 miles, with a basin of 4,000 square miles.

Most of the large lakes in Norway are found in the long valleys, generally ranged in distinct rows. The largest of them is Mjösen, 140 square miles, 60 miles long, and 1,500 feet deep. Randsfjord, Spirillen, and Kröderen lie at a height of about 400 feet above the sea. In the west country there is a similar series of lakes above the heads of the fjords, at a height of about 300 feet above sea-level, *i.e.*, Sandven, Eidfjord, and Graven Lakes in Hardanger; Breim, Olden, Stryn, and Hornindal Lakes in Nordfjord, 1,594 feet in depth. In the high land similar, but less uniform, series of lakes are found, some of them being rather large, but generally much shallower. From the smaller lakes and bogs around the watersheds, in the transverse cañons, rivers run down to both sides, *i.e.*, out of Lake Lesje, 2,011 feet above sea-level, the Rauma, westward to the Romsdal Fjord, and Laagen, southward to the Glommen. These peculiar cañons, or "skards," as they are called in Norwegian, were apparently formed at a time in the glacial period when the glaciers were moving across the high land, and being driven over the ridges of the plateau, they ploughed their own trough-shaped beds often from 1,000 to 1,500 feet. These cañons are very important in forming connections between the east and the west countries. A little to the east of these cañons, and evidently in connection with them, there always lie elongated lakes, often several in succession, developed

in a specially beautiful manner in Sweden, but also distinct in Norway. One of the largest lakes in Norway, Lake Fæmund, 78 square miles, 2,200 feet above sea-level, belongs to this series.

Flora.—Norway has a very luxuriant vegetation, considering its high latitude; there are alone about 1,500 species of phanerogamous plants growing wild in the country. This is due to the mildness of the climate and to the great extent of the country which affords space for the essential differences between its various local conditions. On the mountain plateaux and in the north, there is an Arctic vegetation, in the south-east there is a Continental-Central European vegetation, while along the west coast the flora consists of the species characteristic to the humid, insular climate of Western Europe.

In the neighbourhood of Christiania, around the Christiania Fjord and the great lakes of Mjösen, Randsfjord, Spirillen, Kröderen, and Tyrifjord, are found no less than two-thirds of the phanerogamous plants growing wild in the country.

Throughout the whole of Eastern Norway coniferous trees constitute the predominant feature of the vegetation, forming thick forests from sea-level to a height of from 2,500 to 3,000 feet.

The summers being warm and not very short, fruit trees blossom around Christiania about the 20th of May, and in the Valders at about 61° N. lat. and 9° E. long., where the bottom of the valley is almost 1,300 feet above sea-level, the bird cherry blossoms about the end of May. Enormous quantities of wild berries grow in the forests and on the mountain slopes, but owing to want of communications and the sparse population no great quantities are gathered, being left as food for the denizens of these uninhabited wilds. In the forests there are bogs here and there in which trees cannot grow, but they are covered with a low growth of sedges and ling, with bilberries, blackberries, and cloudberries. The last-named variety (*Rubus Chamomorus*) has a beautiful little white flower. The berries, which ripen in August, are orange-coloured and very palatable.

The tourist travelling through Norway will be struck with the wonderful manner in which the rocks are clothed with vegetation up to the very border of the glaciers and the eternal snow. This covering consists

of a variety of species of mosses and lichens. The reindeer moss is conspicuous everywhere, forming a soft, light-grey carpet with tussocks of creeping shrubs like the dwarf birch, juniper, and willow, whichhide their branches beneath the lichens, their leaves only showing above them. Interspersed with these growths may be found thick mats of various species of perennial Arctic flowering plants as the pretty white-blossomed Dryas and the Gentians with their deep blue flowers, the pretty little white-and-red Andromeda, rose-coloured Azaleas and the large purple bells of *Phyllodoce cærulea*. First and foremost, however, come the stately Saxifrages, some of which have large branches of white flowers which adorn the clefts in the precipices in almost inaccessible places, others having yellow or reddish flowers which unfold early in the spring as soon as the snow disappears.

These plants can live on the very top of the mountains about 6,000 feet above the sea. There are only a few other species which can thrive in this altitude.

At the very edge of the glaciers grows the *Ranunculus glacialis*, or Snow ranunculus, with its chaste white flowers, where its roots are constantly watered by the small streams that flow from the glaciers. The reindeer are very partial to these beautiful little flowers, which they eat with great relish, and it is supposed that the flowers are disseminated by those animals.

The Arctic flora varies in abundance, not only according to the climate, but also according to the geological substratum ; thus, where it consists of loose, easily disintegrated mica schist, it is more prolific than on the harder kinds of rock, such as granite gneiss, and quartzite, where it is very poor.

Dovre is especially famous for the wealth of its Arctic flora, and the mountain hospices of Domaas, Hjerkin, and Kongsvold are visited by foreign botanists in order to study the typical development of the various species of Arctic plants, for which the locality offers unique opportunities. Among the rare forms found may be mentioned *Artemis Norvegica* and *Campanula uniflora*. While South-Eastern Norway consists of extensive undulating mountain wastes, intersected by fairly wide and fertile valleys ; the western part is much grander, the mountains rising in sharp peaks, intersected by deep fjords on the banks of which

narrow strips of alluvial deposits are covered with vegetation, but along the coast and on the great belt of islands the mountains are still barer, however, even here, owing to the mildness of the climate caused by the Gulf Stream, patches of luxuriant vegetation are found in nooks and crannies, sheltered from the sea winds. While Spruce and Scotch Fir form forests in Eastern Norway, the former only occurs very sparsely in western coast districts, *Langskogen*, between Eide and Voss, being the only Spruce forest in Western Norway. North of Dovre, around Trondhjem, there are large tracts of cultivated lands, and here the flora resembles that of Eastern Norway. The Spruce also predominates in the forests which cover the districts of Trondhjem and Nordland like a jungle, in which the cultivated land, mountains, clumps of trees of other kinds, and bogs appear like islands in a sea. In these Spruce forests the flora is very poor, while on the bogs the typical bog-plants flourish. Prominent among the latter is the spotted orchis which grows in huge quantities.

In the districts around the Lyngen and Alten Fjords the Arctic flora is very abundant, but nearly all the species are also found on Mount Dovre. There are, however, a few varieties of Gentians with large deep blue flowers, and the *Ranunculus sulphureus* with bright yellow flowers, which have their limit in Nordland.

All along the coast several varieties of Heather are found on the hills, among which the cross-leaved and Scotch, together with the slender, yellow blossomed species. The most beautiful among all the coast plants is the stately, poisonous Foxglove.

Enormous quantities of seaweed are found all along the Norwegian coast, comprising numerous varieties of all colours. In stormy weather great masses are thrown up on shore, where it is gathered and used for various purposes, some for fodder and litter, while large quantities are burnt, the ashes being used for extracting iodine.

Game.— The animal kingdom is well represented in Norway. Besides the principal Central European species of mammals and birds, various sub Arctic and Arctic species are also found. Of the numerous animals of prey which inhabit the great forests and wild highlands, the largest are the bear, the wolf, the fox, and the glutton. Bears were formerly numerous in all parts of the country,

but they are decreasing fast, and in some districts they have been entirely exterminated They are now most numerous along the frontier from Trondhjem up to Tromso, in Telemarken, and in the more inland fjord districts of the west country During the last half century wolves have entirely disappeared in most districts, except in Finmarken and the north of Norway

At Roros there is still a small stock left, from which incursions have occurred occasionally into the surrounding districts The lynx which is the only wild cat found in Norway, occurs in the unfrequented forest and mountain regions of the north around Vefsen The glutton inhabits the mountains of the north, where, together with the wolf it preys upon the reindeer The most common beast of prey is, however, the fox, which infests all parts of the country The Arctic fox, whose home is in the mountains, only finds its way into the lowlands when periodically large migrations of lemmings occur

Of big game there are three species—the red deer, the elk, and the reindeer The red deer is found sparsely along the coast, from Stavanger up to Trondhjem The best shooting is in the island of Hitteren, where these animals are fairly numerous The red deer of Norway is not quite so large as those of Central Europe, and its antlers have seldom more than twelve points

The elk, the largest land mammal in Europe, has its home in the large pine forests of the east and north, as far as Vefsen The number of these animals is computed at about 4,000 Namdalen is probably just now the best elk districts, animals with antlers of twenty-eight points having been shot in that locality

The wild reindeer has its home on the mountains of Finmarken, but has been decreasing owing to indiscriminate shooting Herds of tame reindeer are kept in Finmarken and in other parts of the country

Of smaller game, the hare affords good sport with hounds, and is found in all parts of the country The mountain hare (*Lepus timidus*), which turns white in the winter, is, however, the only variety found in Norway The common hare found in Western Europe (*Lepus Europæus*), is not found in Norway

Among the feathered game the most important is the capercailzie the largest of the European Gallinæ (Norw

Tiur male, Rot female, *Tetrao Urogallus Linn*) which is to the forests of North Europe and Asia what the wild turkey is to those of North America The capercailzie has a wide geographical range, extending at least from the vicinity of the Frozen Ocean to the Spanish Pyrenees It is said to have been met with in some of the islands of the Greek Archipelago, throughout the Russian Empire in Europe, including Poland and Livonia, in the mountainous and wooded districts of Hungary, Germany, and Switzerland, and sparingly in some parts of France About fifty years ago it was successfully introduced into Scotland This noble bird and the sport it affords is very well known The capercailzie is pretty common throughout all the wooded parts of Scandinavia from 70° north lat, where the north-most pine forest exists, in short, where the pine-tree flourishes. As far north indeed as Muoniomisko, in Russian Lapland, a brace of old birds was shot by Mr Lloyd, but beyond this place it gradually disappears. The capercailzie is supposed to attain a considerable age, which may be partly inferred from its not being fully grown until its third or fourth year As many as four varieties of this bird have been found in Norway These are, however, accidental varieties, also met with among other species of game. The chosen haunts of the capercailzie are mountainous and hilly districts where pine woods abound, particularly such as are of a mature growth, and studded with lakes and morasses Sometimes it is met with in woods interspersed with deciduous trees, more especially the oak, as it feeds freely on acorns Excepting in the autumn, and when the young are small and follow their mother, these birds are seldom seen in brushwood or even in woods of young growth, and then only in the vicinity of great woods During daytime in summer and autumn the capercailzie is for the most part on the ground, feeding on the numerous berries with which the northern forests abound, but in winter, when snow covers the ground, it seeks shelter in the pines, on which it has to depend for its chief source of sustenance Ornithologists state that frequently, and more especially if the weather is very severe, it buries itself in the snow at the approach of dusk, and thus snugly ensconced remains until morning, when, leaving its warm and comfortable quarters, it flies up into the adjacent pines to feed The capercailzie burrows into

the snow horizontally, so that the spot whence it emerges is somewhat distant from that where it enters. The depth of the burrow is said to be regulated by the temperature, for if very cold it is proportionately greater. When the bird is thus embedded in the snow, the aperture by which it entered is hardly perceptible by the collapse of the snow: nothing whatever remains to make its presence known. It is only when the snow is in a loose state that it can burrow in the manner spoken of; for if there is a crust upon the surface it would be difficult, if not impossible, for the bird to force its way through the obstruction.

This rather peculiar habit of roosting in the snow, which, however, is also common to the blackcock, the hazel-hen and the ptarmigan, is often taken advantage of by the fowlers in certain parts of Scandinavia, and is perfectly well known to the northern chasseurs. When thus buried snugly in the snow, in fancied security, it often falls a victim to the fox, or other of its numerous enemies, who, guided by their unfailing scent, find out its hiding-place and pounce upon it. The capercailzie is polygamous, and in the spring of the year the cock collects the hens around him by means of the "*lek*" or play, which may be described as a love-song. The pairing season usually commences at the end of March or beginning of April, the time more or less depending on the mildness of the weather, the state of the snow, &c., and continues to the middle of May. Owing to the great size and eatable qualities of the capercailzie, being in every sense of the word "a great acquisition to the larder," various are the expedients resorted to in order to effect its capture, and thousands of these noble birds are slaughtered during the season, although contrary to law. The more sportsmanlike manner, according to an Englishman's idea, is, however, becoming more prevalent in Norway. At the season in question, when the birds are much on the ground, near water, and where berries abound, the pointer is very useful. But he should be steady, under perfect command, and not too wide a ranger. He ought, moreover, to be a good roader—that is, draw well on game.

Pointers are not unfrequently met with in Norway which, when ranging far ahead, will, on finding game, leave it undisturbed, and hastening back to their master, intimate to him by their gestures that their search has been successful,

and afterwards lead him up to the quarry. A dog so trained, or self-taught—called rapportör, or reporter—is invaluable in wood-shooting.

The blackcock (Norw. Aarfugel ; *Tetrao Perdrix*) is much more abundant in the Scandinavian Peninsula than the capercailzie. Its sight and hearing are much keener, and its flight, although noisy, is lighter than the capercailzie's. It may often be seen high up in the air flying to long distances. Northern ornithologists call it "a wild, shy, and crafty bird." During the pairing season it becomes most pugnacious and savage.

The chief resorts of the blackcock are pine woods interspersed with deciduous trees. Unlike the capercailzie, however, whose favourite haunts are the deep recesses of the great pine forests, the blackcock rather seeks the confines of the woods and the borders of the extensive and numerous morasses with which the northern wilderness is studded. In the summer and autumn great numbers of these birds are met with in open moorlands, where they frequently breed.

The blackcock is a favourite dish at the tables of the upper classes, and the consumption of these birds is therefore great. Large numbers of these birds are exported to supply the thousands of hotels and restaurants in the capitals of Europe.

Very good blackcock shooting may be had in many localities with the pointer.

Hybrids between the capercailzie and the blackcock, called "Rakfugel," are frequently met with.

The hazel-hen, hazel-grouse or gelinotte (Norw. Hjerpe; *Tetrao Bonasia Linn.*, *Bonasia Europæa Auct.*), is also comparatively abundant, and has almost as wide a range as its congeners. It is perhaps the handsomest of the grouse family. It measures from 14 to 15 inches in length, and 19 to 20 inches from tip to tip of wing. These birds are nearly always on the ground, but when flushed they will rise with a noisy flight, which, however, never extends beyond a couple of hundred yards, when they will seek refuge in a tree. Unlike the capercailzie and the blackcock, which are polygamous, the hazel-hen lives in monogamy. Besides being the most beautiful of all Scandinavian game birds, the hazel-hen is considered by epicures to be the most delicious, but to partake of it in perfection it

must not have been frozen, which is probably the case with those that come to the English market. The usual way of shooting the hazel-hen is without any dog, and solely with the aid of a whistle, which the hunter makes with his knife out of a sapling of some pithy tree. Provided with this implement the fowler traverses the forest in silence, and when he has succeeded in flushing a brood, he after a time begins to sound the well-known call-note, to which one or other of the birds is sure to respond, or it may fly directly towards him, and in the end he will generally bag the lot. As in the case of the blackcock, the hazel-hen is brought into the markets in enormous quantities.

The ptarmigan is another game bird belonging to the genus *Tetrao*, of which there are two well-known varieties or species in the Peninsula, the "Dal Rype" (Norw.) and the "Fjeld Rype" (Norw.). The former inhabits the more wooded parts of Northern Scandinavia. In Norway this bird ranges much farther to the south than in Sweden, where it is seldom found below 60° lat., while in Norway it is found breeding nearly as far south as Lindesnæs. It gives the preference to marshy regions of an elevation of at least 1,000 feet above sea-level, more especially when cleared of large timber and covered with stunted pines, small willow and birch bushes, as well as heather. On the larger islands along the west coast of Norway up to the Lofotens these birds are found in great numbers; the vegetation on these islands, which are denuded of trees, is analogous to that found in the alpine ranges. As a rule the young are hatched about the middle of June; the time, however, much depends upon the weather. The young are able to fly within seven or eight days of their leaving the shell, when they are about the size of larks, and as soon as they have acquired their feathers they resemble their parents very much in colour. While the female is sitting the male always remains in close proximity to the nest to protect her against the attacks of foxes, weasels, and the numerous birds of prey by which she is then often molested. He never separates from her, even after the young are hatched, but accompanies the family everywhere, and shows the same regard for the poults as for the mother. When the fowler meets a family of these birds in the forest, the courage and

sagacity which the parents display in protecting their offspring is truly remarkable. Should he then approach the spot where they are collected, the male, for the purpose of drawing the enemy's attention from them to himself, runs forward to meet him with outstretched wings and plaintive cries, ready to sacrifice himself to secure the safety of those he holds dearer than even life itself. Should the fowler come suddenly upon a brood of young ptarmigan, it is really pathetic to witness the distress and solicitude of the mother. While the poults scatter in all directions the mother will keep running to and fro before him; if he remains stationary her fears gradually appear to decrease, until at length, not seeing him make any attempt to injure her, she retires and hides herself behind a bush, waiting until she may once more venture to call her chicks together. The male bird will act in a similar manner, and when the fowler proceeds on his way it will follow him, running and flying in front of him from spot to spot, endeavouring to lure him away from its family, which it does not rejoin until the enemy is so far away that no danger is anticipated from him. An erroneous impression prevails in England that the Scandinavian ptarmigan is inferior to our grouse; but if dressed before frozen, in which condition all game from Scandinavia and Russia reaches our markets, and if properly cooked, it will be found to have quite a different flavour. The mountain ptarmigan is found in great numbers in the mountains, where they rise above the limits of the dwarf birch with steep precipices and stone rubble. The latter is considered inferior to the valley ptarmigan. It is almost impossible to describe the plumage of these birds, except that they are generally white in the winter, but for every other season they have a different dress, being in a constant state of moult. The valley ptarmigan sometimes breeds with the blackcock, and the hybrids thus produced present the characteristics of both parents in a marked manner. It happens sometimes that the mountain ptarmigan descends to the coast in large packs, completely covering the rocks of the Lofoten and Vesteraalen Islands, and a fowler provided with sufficient ammunition may kill from 300 to 400 in a day; but this is hardly sport.

The common partridge (Norw. Raphöne, Dan. Agerhöne; *Perdrix Cinerea*) is found throughout the more culti-

vated districts of southern and central Sweden, whence it has spread into Norway as far up as Trondhjem. In Denmark these birds are quite common.

The common quail (Norw. Vagtel; *Perdrix Coturnix*) is fairly common both in Norway and in Denmark.

The great bustard (Norw. Trapgaas; *Otis Tarda*). This, the largest of European birds, is rather rare in Norway and Denmark.

The woodcock (Norw. Rugde; *Scolopax rusticula*). In German this bird is called "Waldschnepfe" = woodsnipe, being familiar throughout the whole of northern Europe. The woodcock being of solitary habits, and to a certain extent a night-bird, passes the greater part of the day in woods, moving but little if left undisturbed; but at nightfall it betakes itself into the open country to moors, pasture fields, &c.—often very far from home—in search of food, where it remains during the night, and does not return to the shelter of the cover until the day breaks. Several varieties are occasionally met both in Norway and Denmark. Hilly and wooded localities intersected by morasses would seem to be the favourite resorts of the woodcock in the summer-time.

The solitary snipe, double snipe or great snipe (Norw Dobbelt Bekkasin, Dan. Tredekker (three-decker); *Scolopax major*), though often found in bogs and marshes, is less partial to wet ground than either the common or the jack snipe, as it is frequently met with in comparatively dry places, such as tussocky moors and pastures, and not unfrequently in stubble fields. It gives the preference to clay and mould soils with ditches, rills or the like, and it avoids those that are sandy on account of the great dearth of worms. Localities overgrown with sedge-grass are its favourite resorts; therefore this bird is called "Ried-Schnepfe" (sedge-grass snipe) in Germany. The solitary snipe is a migratory bird, but during its stay in Scandinavia it cannot be said to be erratic in its habits, as from its first arrival in the spring to the end of July, when migration commences, it confines itself almost entirely to the moor or meadow which it has selected for its summer abode. The region frequented by the solitary snipe during the summer ranges from 2,500 to 3,500 feet above sea level, or in that tract of the mountains called the willow region (*Zona salicum*), though it is sometimes found nesting

in the highest range of the birch region. The greater number of these birds that fall to the gun are shot in the autumn during their migration flights, which is not surprising, as their flight is slow and heavy, and as they always fly in a straight line they present the easiest mark imaginable. As with other defenceless birds, the migrations of the solitary snipe always takes place in the night-time. On leaving Scandinavia, after its brief summer sojourn, it being the last of its congeners to arrive in the spring and the first to leave in the autumn, the solitary snipe takes a more easterly course than the woodcock, the common or jack snipes, of whom so many winter with us in England, and hence they are very rarely met with in the British Isles, except when they have been driven there by northerly or easterly gales.

The common and the jack snipe are found in great numbers everywhere in Scandinavia, and afford excellent shooting. Besides the before-mentioned game birds, there are numerous other species which are shot for their worth, as the ruff (Norw. Brushane), and some of the waders and water-fowl not coming under the denomination of game birds. There are many smaller birds that are considered great delicacies that collectively go under the name of "Kramsfugle." The meaning of this term implies a mixture of all kinds, or a medley of all sorts of things (a general dealer being called "Kramhandler" in Norw., "Kræmmer" in Dan.); and as the birds are commonly brought to market in bunches of half a score, without regard to species, this designation is thus explained.

Under the above-named category are included all the thrushes, viz., the song-thrush, the missel-thrush, the redwing, the ring ouzel, the blackbird, the fieldfare, as also the waxwing, the bullfinch, the pine bullfinch; in short, nearly every small bird that is eatable. As they fetch fairly good prices in the autumn, when they are in good condition and game is scarce and dear, a great number of persons are engaged in obtaining them, which is chiefly effected by means of snares, as shooting such small birds is apt to lacerate them too much, and thus spoil them for the market. This snaring is carried on to a considerable extent everywhere in Scandinavia, especially in the south, not only by individuals who make their living by it, but "by old sportsmen on their last legs who pursue it as a pastime."

The Scandinavian fauna includes a most goodly array of predatory birds, there being no fewer than six species of eagles, four of hawks, six of falcons, one kite, three of buzzards, four of diurnal owls, four of nocturnal owls, and three of horned owls, to which may be added as birds of prey the hooded crow, the raven and the magpie. These birds appear in such numbers in all parts of the country that it would seem almost impossible to exterminate them.

Sea-birds.—In the north of Norway, all kinds of sea-birds breed in such great numbers that they completely cover the rocks. Among those most valued on account of their eggs and feathers are: the kittiwake, the puffin, the little auk and the guillemot. The large and the small cormorant also frequent the bird-rocks. These birds are generally caught in nets, and sometimes dogs are used for dragging the puffins out of their holes. The eider-duck is found along the whole coast, but principally in the north, and is very valuable on account of its feathers. It lays from five to eight eggs and builds its nest partly of down. The down taken from each nest, when cleaned, weighs about one ounce. It is calculated that about half a million of eggs and three thousand pounds of feathers are gathered annually.

Fishing.—The sea-fisheries which are carried on along the extensive coast of Norway and in the fjords are of the greatest importance, and are always regarded with great interest by tourists who, owing to the peculiar conditions and geographical features, are enabled to watch them in a manner that they would have no opportunity of doing anywhere else. From the deck of a tourist steamer the passengers may watch the operations of the fishing fleets, or witness an exciting whale hunt among the islands. There are plenty of opportunities for sea-fishing everywhere; but most Englishmen are more interested in fresh-water fishing, which is still carried on under primitive conditions in Norway, there being no regular pisciculture anywhere in the country. The most important are—

The Salmon fishings in the rivers, which are let for rod-fishing, and yield a total amount of about eleven thousand pounds annually. Seine-nets are, however, used at the mouths of the rivers, and far greater numbers of fish are, of course, caught by these means, yielding four-

ten thousand pounds. During the last fifty years, after the introduction of the bag net, much larger quantities of salmon have been caught in the sea along the coast, producing about fifty thousand pounds annually. Salmon fishing is now carried on all along the coast from the 1st of May to the end of August, the best districts being the counties of Bergen and Trondhjem. Salmon is exported from Trondhjem to Sweden, Denmark, and Germany, and from Bergen to England. It is calculated that about two millions and a half pounds of salmon is exported annually.

Trout-fishing affords capital sport on a number of rivers and lakes. The inhabitants of the inland districts catch considerable quantities with hook and net, and at the hotels along the tourist routes trout is a standing dish. There are two kinds of trout—the salmon trout (*Salmo trutta*), and the mountain trout, or red char (*Salmo alpinus*). Of other fresh-water fish may be mentioned the gwyniad, perch, and pike.

From the above it will be seen that the principal salmon rivers are let at fairly high rentals. They are nearly all in the hands of agents who have secured the rights of fishing for shorter or longer periods and make a business by sub-letting. The right of fishing is vested in the owners of the land through which the rivers run. Here and there, where the landowner is an hotel-keeper, he may keep the fishing as an attraction to his hotel, and hence there are still places where salmon-fishing can be had on very reasonable terms. It also frequently happens that some one is prevented from fishing his river, or an agent may have been left with several fishings on his hands, and in such cases it is also possible to get a chance on easy terms. It is, however, always possible to find good trout-fishing in the immediate neighbourhood of many of the country tourist hotels. In some places a charge of a couple of kroner a day is made for each rod, including the services of a man or lad and the use of a boat, when necessary; but in many places out of the beaten track opportunities of fishing may be obtained without expense by the guests of hotels and inns owned by landowners. As a rule fly-fishing is not very successful before midsummer, and in the high lying mountain lakes and streams the fish do not rise to the fly before July.

REGULATIONS FOR THE PROTECTION OF GAME, ETC., IN NORWAY.

In accordance with the last Game Act, dated May 20, 1899, the principle has been laid down that the landowner has the sole right to all shooting, trapping or snaring of game on his property, with certain qualifications. If the landowner let his property, without making any reservations to the contrary, all rights are thereby transferred to the tenant. If the landowner shall reserve to himself all rights, such reservation shall not apply to fields and meadows. The landowners' rights extend, so far as defined by his title on the sea and fjord, so far as the limit at any time of the low-water line. Outside of this limit, and on shoals and skerries which during ordinary high tide are submerged and do not form part of any property as feeding grounds for seals, shooting or trapping is free to any Norwegian citizen. The chase of those animals and birds of prey, for whose extermination a premium is offered by the State or local government, as well as all chase and trapping on Government lands in Finmarken, is likewise free to any Norwegian citizen. On lands owned jointly by several owners all rights belong to those who have a share in the property, or the use of same for grazing, hay-making or wood-cutting. On private commons the residents of the district entitled to the use of same have the right to shooting without dog of any game except elk, deer and reindeer. On parish commons every occupant of the properties having right to use the common is entitled to shooting, chase and trapping except of elk, deer and reindeer. Otherwise the right to all shooting, chase and trapping on private and parish commons belong to the owners. On Government commons and any not specially registered Government forests the shooting and trapping of small game is free to any Norwegian citizen on taking out of the shooting card, which may be had from the parish constable. A resident of another parish, however, who is not a landowner in that or those districts in which such common or Government forest is situate, shall pay in advance a specially defined annual tax. Regulations with regard to shooting or chase of elk, deer or wild reindeer in the Government forests, commons and high lands, is, with regard to chase of elk or

deer in not specially registered parish, private commons and joint lands belonging to several farms, made by the King or such person as he may authorise Shooting cards are made out in the name of the holder and for the calendar year, and must be presented on demand by anybody The *alien* who in this country wishes to shoot or trap outside of his own property must pay 100 kr. for a yearly license to the exchequer The tax is payable in most places to the district constable, who issues a receipt on an official form with printing in colour The payment of this tax does not, however, entitle an alien to shooting, chase or trapping to the same extent that is free to Norwegian citizens (with or without shooting cards), in case the alien has obtained right to shooting of elk, deer or wild reindeer in Government or parish common, not registered Government forest or in Government high lands, he is permitted during such chase to shoot and kill the animals and birds of prey proscribed by the Act, viz bear, wolf, glutton, lynx, weasel, otter, fox, eagle, hawk, falcon, owl and—outside of Finmarken—loon No one must permit any alien to do any shooting or trapping unless the alien can produce the receipt from the district constable for the payment of the tax to the exchequer for the current year and notice must be given within two days to the constable of the district that such permission has been given, with a statement of the alien's name, a description of the shooting, locality and duration, together with proof of the alien being in possession of receipt as before mentioned Any one having, on lawful shooting ground, roused elk, deer or wild reindeer or hare has the right, with or without dog, to pursue and take the animal on the land of another owner In such case, as also in case of the free chase of proscribed animals or birds of prey, no shot must be fired in or near the farm or garden on the property of another owner

On mountain ranges, not Government property and belonging to no private owners, an alien may shoot wild reindeer, after obtaining a shooting card from the "Lensmand" by payment of 200 kr besides the 100 kr mentioned above.

The Game Act has annulled all the former Acts concerning shooting, chase and trapping, except the resolutions under which any species of game is protected during

all seasons of the year, or under which the trapping of game or the use of certain implements or methods of trapping are prohibited without a corresponding prohibition being found in the Act. Such resolutions shall remain in force as hitherto.

The Act of the 20th of May, 1899, with a supplementary Act of the 14th of May, 1902, 15th of August, 1908, and 27th of May, 1909, in force in August, 1910, prohibits :—

1. All kinds of traps or snares for elk, deer, or wild reindeer (dyregrav, baas og tane), fastened nets and all kinds of traps for birds and all kinds of game except otter, wolf, glutton, lynx, and fox, and when the trap is properly covered and placed at least two metres above the ground for glutton and birds of prey.

2. Any method of catching which requires artificial light.

3. Swimming elk, deer, or wild reindeer must not be attacked, caught, or killed except when the animal has been wounded.

4. Traps for bear must not be used except by permission of the district council and royal confirmation to same. In case of such permission the usual precautions must be observed, which apply to the use of all dangerous traps, specified by the district council.

5. Laying out of poison nearer any public road than 100 metres, and without the consent of the landowner, tenant, or grazier.

The flesh of elk or deer must not, from the sixth day after expiration of the shooting time for such game, and up to the day after the commencement of the new shooting time, be disposed of, offered for sale, bought or received. Other kinds of shot or trapped protected game must only be sold, handed over, or received from and to the day inclusive that the shooting time for such kind of game has commenced and until the expiration of the same, except the game be stamped by the police in the regular manner. It must be proved on demand that the game has been killed in the lawful shooting time or imported. If the game be killed in this country it must be stamped at the latest on the day after expiration of the shooting season.

N.B.—The regulations for gathering eggs and feathers of sea birds, destruction of nets, the various kinds of fishing are omitted, as they can be of no interest to the sportsman.

Close Time.—The shooting season for hare, capercailzie, blackcock, and hazel-grouse is from August 25th to March 14th inclusive, and for capercailzie and blackcock also from the 15th to the 31st of May inclusive. Snares for this kind of game must only be put out from October 15th to March 14th inclusive. The hare can be killed during close time when it does damage to gardens or fruit-trees. In the district of Ytteröen, in the northern county of Trondhjem (the protection of hare ceased in 1906), the season for shooting is only from the 1st to the 30th of November inclusive. In Hedemarken county (up to January 1, 1912) no traps must be used for catching hares; in the district of Stange, same county (to Jan. 1, 1910), to other similar implements, the same being the case in Stavanger county, and in most other counties and districts in Norway. Snaring of black game and grouse is also prohibited in most counties. The shooting of ptarmigan is from August 25th to March 31st inclusive; snares and traps can only be put out from August 25th to March 28th inclusive. In Lofoten and Vesteraalen and the county of Nordland ptarmigan shooting commences on August 20th. Snaring and other traps for ptarmigan are prohibited in Akershus county to the end of 1910.

The shooting season for woodcock is from August 25th to May 31st inclusive.

Eider duck is protected practically everywhere. From April 1st to August 15th all shooting, except by special permission, is prohibited within a radius of 1½ kilom. of the breeding-places.

The shooting of partridge is open from the 1st to the 14th of October inclusive.

Swans and pheasants are protected the whole year.

All other birds can only be caught or shot from August 16th to March 14th, except where they do damage to gardens, fields, or fruit-trees. Excepted from protection are, however, the birds of prey, ravens, crows, magpies, jays, sparrows, and most of the water-fowl, with exception of three or four species of ducks.

The nests and eggs of all protected birds must not be disturbed.

Beaver, roebuck, and chamois are protected the whole year. The shooting season for wild reindeer is from the 1st to the 14th of September inclusive

Elk may be shot from the 10th to the 30th of September inclusive. In Lom and Skiaaker districts and Christians county the shooting season for elk is from the 10th to the 30th of September inclusive. Year old calves must not be shot.

Stag can be shot from the 15th of August to the 30th of September inclusive, but is protected the whole year in a number of counties and districts.

Only one elk or stag can be killed every year on every farm, but these animals can be killed by landowners when they are doing damage to fields or plantations. The shooting season for reindeer is now from the 1st to the 14th of September. Special regulations for guns. Only one stag and one elk may be shot on each farm.

CLOSE TIME FOR SALMON AND SEA TROUT.

In force at the end of June, 1906 :—

(The Acts of June 28, 1891 ; July 23, 1894 ; and April 3, 1895 ; and notice of May 4, 1872 ; together with the various resolutions and decreeing amendments.)

Salmon and sea trout are generally protected from the 26th of August. In the sea to the 14th of April, in water-courses to the 30th of April ; fishing with rod is, however, permitted to the 14th of September, all dates inclusive. In a few districts the following deviations are to be noted :—

1. The close time begins—

(*a*) *For Fishing Generally :* In Laagen, above Huggetvedtfossen, September 1st ; in salmon rivers in Hammerfest and Loppen, Oxfjord, Talvik, Lebesby, and North Varanger districts, September 7th ; in the Gravin river, below Haugsnæsset and Stuanæs, September 11th ; in Aker and Follo sea district, in Ogne river, in the Eidfjord lake with Bjoreia and Veig, in the water-course of the Aardals river (Sogn) as in the inner Beiern district around the Beiern fjord, September 15th ; in the Haa river and Figgen river, September 21st ; in the Lier river, September 24th ; Sandviks river, with tributaries, September 25th ; Sogndals river (Jæderen and Dalene), September 26th ; in the Berby river, Gravens river above Haugsnæsset and Stuanæs, Teidals river (tributary to the Vosse river), Beiern river and Elvegaards river, October 1st.

(*b*) *For Rods :* In the Mandals river from Nödingfos to

Foss, Birkelems river above Fotlandsfossen, Dirdals river, Frafjord river, Male river, Stor and-Nord river (Saude), Eidfjord river with Bjoreia and Veig, Vosse river above the Vangs lake, Matre river (Masfjord) Viks river, Lærdals river, the Aardals river water course (Sogn), Fortuns river, Morkreids river, Aura river below the bridge, the Flekke river, Gaula above the Osfoss, Forde river and Gloppen river, October 1st, in the Os river and Beiern river above Kobaaen, October 7th, in the Suldal river, October 15th, in the Haa river, Orre river and (only for a few specially mentioned places) in the Figgen river, October 16th.

(*c*) *For Seine* In the Beiern river, September 1st

2 The close time *continues* for fishing with rods in the Os river up to the 15th of April, for all kinds of implements in the Berby river to the 31st of March, in the Aardals river water-courses (Sogn) to the 15th of May, in the water-courses of Fortuns river and Morkreids river and in the part of the Beiern Fjord that belongs to the Beiern district to the 31st of May, in the Beiern river, Sultdals river, in the sea outside the latter river up to 50 metres from the outlet and in the Elvegaards river to the 15th of June

3. There is no annual protection applying to Sogne river, Fuglestad river, together with the lake Bjorvand and the Kvasselms river, to the sea in the districts of Ide and Marker and Moss and Tune with regard to seine, or to the sea in the districts of Buskerud and Jarlsberg with regard to seine, and at least 60 metres in circuit, arranged to be drawn from a boat within the circumference of the seine, or to the sea in the district of Larvik with (and conditionally without) weel

As a rule (not applying to hook implements) fishing is prohibited from Saturday, 6 p m, to Monday, 6 p m In some few districts, however, from Saturday, 6 p m, to Sunday, 6 p m

For water-courses and tributaries in which sea trout goes up, but not salmon, there are no such limitations, except for a few sea-trout rivers subject to local regulations Nor do these regulations apply to water courses or fjords forming the frontier between Norway and Sweden For the Tana river, however, the following regulation is in force The close time begins September 14th and lasts till April 15th Salmon and sea trout caught in that period bought or received The weekly close time applies to nets.

Special regulations apply, however, to the mouths of rivers according to Acts of May 23, 1863, and June 20, 1891, which are still in force.

LIST OF PLACES WHERE SALMON AND TROUT FISHING MAY BE HAD.

Stavanger.—In the districts surrounding Stavanger, on the peninsula of Jæderen, the following fishings and shootings are recommended :—

1. **Dirdalselven, in Högsfjord** (apply to Grosserer Peder P. Næsheim, Stavanger). The holders of the rights have rented the river for their own use, but are prepared to sublet, either entirely or in parts. Dirdal and Gilje are two different rights on long or short time ; the price a day depends upon the time of the season for which it is required, and if for a short or long period. The price must therefore be settled by arrangement. Good quarters can be had at the farm-houses, which have always been occupied by fishermen, who make their own arrangements for provisions, and have their own cook, for which, however, arrangements can be made at Stavanger.

2. **Frafjordselven, in Frafjord, near Högsfjord.**—According to the statements of the holders of the rights (apply Director S. Simonsen or Consul Hans L. Falck, Stavanger). The Frafjord river is situated about 2½ hours by steamer from Stavanger, and is about 3 miles long.

There are a great number of pools in the river, which half-way down runs through the lake of Moluf, which forms an excellent resting-place for salmon, grilse, and trout, on their way to the upper pools. The lake contains also a great deal of brown trout. The river has for a number of years been let to English fishermen, and a villa of eight rooms, fully furnished, belongs to the river ; the rent for July and August is £2 a day, and in September £1 10s. a day, including use of the house and inventory.

Food and servants must be brought by tenant, but the shopkeepers in Stavanger, John O. Schouw or Fredrick Hansen, will undertake to furnish provisions and to engage housekeeper.

3. Espedalselven, near Helle, in Högsfjord.—River and lake (apply to Agent Micheal Wallem, Stavanger). Fishing about 14 days in July and August Rent paid by former Belgian and English tenants, £20 for 14 days Good farmhouse to let, but servants and food must be brought.

4. Aardalselven, at Aardal, Ryfylke.—The river is mostly let to Englishmen, owners of rights (apply to Disponent H. Finne, Stavanger) can, however, dispose of a beat about a mile and a half in length on the other side of the river There are six pools, of which one is specially known as an excellent pool Number of salmon not large —5 to 10 during the season—supposed to be caused by the English fishermen below fishing incessantly The fish are said to be rather large, weighing 24, 25, and 26 lbs, and one has even been caught weighing 32 lbs.

With regard to accommodation, good quarters can be had in fine, large houses, comfortably arranged. The beat will probably be let for £35 a month, with right of owners to fish Saturday nights and Sundays

5. Sæle River (Figgenelven), Jæderen. (Holder of rights, Consul Fred Wattne, Stavanger)—To be let at a rental of £100 a month for July, August, and September Right to fish for unlimited number of rods There are, however, certain rights belonging to others which must be specified to every tenant Entire and sole use of house, bedding, furniture, kitchen utensils, &c., included. There are four bedrooms with two beds in each, besides sitting-room, kitchen, and servants' room. About 2½ hours' drive from the steamer or the hotel, or railway to Sandnæs, about ½ hour, and thence by carriage about 1 to 1½ hours £75 charged for ¾ month, £50 for ½ month, £25 for 1 week, provided the river be not let for a longer period

6. Haaelven, at Nerland, Jæderen. (Holder of rights, Mrs. Sarah Johnsen, Stavanger)—Five pools in its lower run, which is the only part which can be used for sport fishing Close to river, villa (Persestue), dining-room, and five bedrooms The rights have for years been let to Englishmen for about 1,900 kr. for August and September. The fishing is best when there is medium rain with small floods; in dry seasons it is not so good. Good lodgings also at the Nerlands farms, with

board. Good bathing places. Snipe, duck, and sea-fowl shooting.

7. **Ogne River, Jæderen.**—Lodgings at John Hjorth, to whom apply concerning fishing rights. Price for rights from 5 to 10 kr. a day, according to position of beat. Railway from Stavanger or from Flekkefjord.

8. **The Grude fishing** (apply to Karl Grude, Klep).—South side of river and lake from posting station at Sæle, and to posting station at Öxnevad, about 3 to 5 miles, for 700 kr. For short periods and day's fishings according to arrangements; a limited shooting area also to be had. Quarters at Karl Grude's. Two reception and three to four bedrooms, with bedsteads, 1 kr. a room per night. Probably larger beats can be had.

1. **Fishing Lakes.**—Regular station at Jæderen's Hotel or Eie's Pension at Thime station, and fishing in the adjacent Fröilandsvand, and in Aarevand.

2. **Birkeland in Birkegrem.**—Apply Farmer Anders S. Birkeland. Fishing in Storevandet, where now and then salmon and grilse, besides fishing in mountain lakes. Quarters at farmhouses, but food should be brought. Concerning the fishing lakes in Lysheimen and quarters at the shelters, apply to the owner, Dr. Thv. Heiberg, Christiania; there is also good opportunity for reindeer and ptarmigan shooting.

4. **Maldal Lake, Saude, in Ryfylke.**—Apply to agent, Michael Wallem, Stavanger. Trout fishing in June, July, and to the middle of August. Probably for 2 kr. a day for each rod. Good quarters, but party must find their own food.

5. **Suldal Lake.**—Station at Bratlandsdal Hotels, Næsflaten.

6. **Bjaavandene, in the Sætersdal.**—Mountain walk from Roalkvam, in Suldal, over Bleskestædmoen Tourist Shelter. Quarters at tourist station, but food must be brought. Apply Christiansand and Oplands Tourist Society, or Knud Olsen, Bjaaen, Sætersdal.

7. **Veddal, Suldal,** said to be about 1,800 feet above sea-level. Close by Mosvand. From Sand to the farm of Næsheim there is a drive of about 1½ hours, and thence fairly easy ascent of about 1½ hours. There is a good-sized room in the shelter, and two bedrooms with six beds in all, with spring mattresses, blankets, pillows, and suffi-

ent furniture, table and kitchen utensils. Room for rvants in the loft, or in a timber-built house close by; randah. Boat on the lake. Milk and butter from eighbouring dairy huts. The rest must be brought. A considerable quantity of trout is fished in the water, and in smaller waters in the neighbourhood. In the autumn ptarmigan and blackgame shooting. Rent demanded, 10 kr. a day; during the shooting season, 20 kr. Apply to Grosserer K. S. Bertelsen, Stavanger.

8. The Mountain Lakes of Egeland and Lau, near Helle, in Högsfjord. Apply Farmer P. S. Fosmark, Egeland, Helle, in Högsfjord. The lakes are separated by narrow strips of land. In the lake of Egeland fine trout of about the size of a mackerel, flavour like salmon. Beautiful surroundings. Easy walk around both mountain lakes without hindrance by precipitous rocks. The place has been visited by English fishermen recently. Going to Helle, Egeland is reached by good driving road. From the farm a mountain path to the lake of Egeland, about 2½ miles. Log cabin with a few utensils, but the rest must be brought. Punt on the lake.

9. Primitive station where everything must be brought on the farm of Fidjeland, or Suleskar, in the Sirdal. Fishing in the mountain lake of Öyervatn, Kvineelven, Ortevand, and Sira. Reindeer shooting in the lower valleys, and good ptarmigan shooting. From Sirnæs station, on the Flekkefjord railway, about 2½ miles to Osen, *viâ* Sirdalsvand, 20 miles from Tonsgaard to Fidjeland, 30 miles.

At Aadneram, in Sirdal, good shooting district; at Dynganheien and Fladstöl, Hei, Grydalshei, with fishing in the Dynga lake and Salemonsvand.

In Sirdal, on the east side of Kvina river from the farm Knabenæsset to Sautona, about 20 miles in length, and average width of 7 miles; good shooting district, both for reindeer and ptarmigan, besides fishing in Lansby and Næspe lakes, Badestuflaa, Kvibjviden. For particulars of all these rights apply Speaker P. I. Ausdal, Lunde in Sirdal. Ptarmigan shootings in Sirdal can also be had by applying to Consul Gust. Arentz, Stavanger, or Merchant Heggan, Stavanger. Ptarmigan shooting, Aas-Ildstad, Hustvedtheien. Steamer to Ildstad in the Saudefjord, thence 2 hours' walk to the house.

Tengesdalsheien in the Hylsfjord.

Ullestadsheien, about 4 to 5 hours' walk from Suldal.

For particulars of these rights apply to Lensmand H. Kolbensvedt, Sand, Ryfylke.

Bergen.—There are a number of lakes in the vicinity of Bergen where trout fishing is free, but in order to get good fishing it is necessary to go some distance from the town.

Lake Opheim, on Vossestranden, is a favourite place for English anglers, who find very comfortable quarters at Hotel Framnœs, where boats may be had.

The Mörkedal Lake, near Hotel Vinje. A number of smaller lakes in the Mörkedal between **Vinje** and **Vik.** Good fishing.

Mœland's Hotel, Eide, Hardanger.—The river, Graven Lake and Espeland Lake.

Norheimsund, Hardanger.—Sandven's Hotel. Several lakes on the road to Aadland and Trœngereid.

Gudvangen.—The Nœrö river. Hansen's Hotel, Hotel Vikingvang.

Nordfjord, Visnœs.—Central Hotel, Hotel Mindresunde, Hotel Hjelle, and Skaare's Hotel. **Loen,** Alexandra Hotel. **Olden,** Yri's Hotel.

Lœrdal.—Husum. Good trout fishing. A charge of 2 kr. or 3 kr. a day is made by the landlord of Husum Hotel.

Romsdal.—Trout and salmon in the river Rauma. Mr. Arne Mjelva, Aandalsnœs, will give particulars and terms.

Trondhjem.—The river Nid, **Stören,** Flagestad's Hotel. **Selbo** Lake, Fuglem or Marienborg Hotel.

In Eastern Norway there are also a number of lakes affording very good fishing. Specially to be recommended are the lakes of Telemarken—Hotel Börte, Hotel Botn, Grand Hotel Hankeli, and Hankeli Sœter have fishings at the disposal of their guests.

The Gudbrandsdal.—Hotel Fossegaarden, Lesjevœrk, and Mölmen are well-known places for trout fishers.

The principal salmon rivers are: the Suldal River, the Lœra, Dale River, Förde River, Alten River, By and Ogna Rivers near Stenkjær, Namsen River, the Orkla, the Nid near Arendal, the Stjördal River, and the Gula, but they are generally let for the whole season and some on a long lease. Some of these rivers are sublet in smaller sections or beats.

LIST OF PLACES FOR SHOOTING.

The Jotunheim.—Hotel Nystuen Filletjeld, Hotel Heggenæs—ptarmigan, reindeer

Elk shooting is generally advertised and let by licitation in each district.

The best elk shooting is found in the forest districts of Eastern Norway and around the Inner Trondhjem fjord. Mr. Olaf Berg, Stenkjœr, will give particulars

THE SANATORIA AND HEALTH RESORTS OF NORWAY.

WHILE the science of balneology in the rest of Europe dates from the time of the Romans the development of the health-resorts and watering-places of Norway only took its beginning during the last decades The old Vikings were, as we are told, great lovers of the "Bad stuebad," which has now again been revived in the Norwegian balneology And the old Sagas also relate that when they came to Iceland they made use of the hot springs there for the establishment of baths but during the long period of degradation under the union with Denmark which the whole Norwegian nation underwent in economical and educational matters as in so many other respects, the appreciation of the importance of the bath for health almost disappeared Only the 'Badstue,' which is still left in some of the farmhouses in the east country (although now used for other purposes) remains as a hardly noticeable memorial of better days

Norway, on the other hand, has not, like most other countries, been in possession of the natural conditions which during the Dark Ages might contribute to preserve the science of balneology The geological formations of Norway do not indicate the existence of mineral or of hot springs. None of the later formations of eruptive rock were found with the exception of a few doubtful traces on the west coast

The rapid progress of balneology in Europe during the beginning of our century, aided by the development of chemistry and the foundation of hydrotherapeutics, also

extended to the northern countries; and as this movement happened contemporaneously with the revival of the nation to an independent life, it was natural enough that its earliest manifestations included the establishment of the first proper Norwegian health-resort, namely, the seaside baths of Moss in 1835, and the sulphur baths at Sandefjord, 1837.

As may be easily understood, we find in the historical development of balneology a true reflection of medical therapeutics. As long as no scientific understanding existed upon which it was possible to base a foundation, it is natural that mystics were introduced for the purpose of explaining irrefutable effects. During the period of paganism it was the ancient gods, later on the saints; and when these had played their part other occult forces took their places in accounting for the specific cures obtained from the use of springs and baths. Then a period followed during which chemical effects played the principal part, and the theory of resorption became of the greatest importance. Everything was considered to be perfectly clear, for an exact chemical analysis could be made of the contents of the springs. It was, however, found that this could not always be depended upon, for, as the witty Chaptal says: "En analysant une eau minérale on ne dissèque que le cadavre," the effects remain equally inexplicable. Then the thermic-physical laws became the only ruling ones; but both these and electricity, always ready at hand, failed. It required our modern physiological experiments and biological research to afford the necessary light and clearness, as thereby we have received the proofs that, although the chemical and physical forces are governed by the same immutable material laws, they are in relation to organic life of a far more subtle and complex nature than formerly supposed, showing that the same chemical and thermic influences in two materially homogeneous organisms may produce entirely different effects; and we can only find an explanation for this fact in the difference of the nerve-life of each individual.

This increasing recognition of the great significance of the vital forces with regard to physiological and pathological processes and the claims of individual idiosyncrasies are the factors that form the great object of modern balneology in contrast to the old-fashioned rule-of-thumb

actice. The blind faith in the specific power of a ring has been pushed into the background, and the water cure is no longer the result of the mystic effects of the place, but must consist in the use of existing hygienic and therapeutic means adapted to the individual for the restoration of the diseased organism, and a cure is produced in strengthening and re-establishing the constitution This is the system according to which these are employed, and it is the individuality and knowledge of the physician directing the treatment upon which the result depends It is this modern view which is now fully recognised at the Norwegian health resorts and sanatoria

The circumstance that they have had no traditions to build upon has constituted their weakness, but, on the other hand, that circumstance has also constituted their strength, because they have had nothing to unlearn, being left free to base their experiments upon more modern principles

It is evident that this view must necessarily make greater demands upon the clinical ability and experience in the use of the balneological resources and their physiological action on the part of the attending physician, besides requiring a more thorough treatment This is what is being carried out at Norwegian watering-places a critical individualisation, a thorough attention to all technical details, and particular personal consideration of each case. It has been of great advantage to Norwegian balneo-therapeutics that they have been under the guidance of men who, combined with a full understanding of these modern ideas, have had a clear perception of the natural conditions peculiar to Norway, and who have succeeded in a genial manner in realising these theories in practice Especially to be mentioned is the late Dr Thaulow, who was the founder of the baths of Modum and Sandefjord, and Dr Holm, the founder of the Bath of Larvik, and the Holmenkollen and Voksenkollen Sanatoria

The individualisation and careful technique at Norwegian watering-places, so important to patients is especially facilitated by various peculiar natural conditions which contribute to make a season in Norway so beneficial

The unique beauty of the scenery in Norway is too well known to require being dwelt upon here. Each one of the various watering-places and health resorts has its own

peculiar attraction and its peculiar beauty in accordance with its position, from the breezy seaside resort at Laurvik, or the forest tracks with their invigorating aroma of pine and birch of Modum, to the light and bracing atmosphere of the highland and mountain resort of Gausdal. Everywhere the same clear, pure air, free from dust or bacteria; no factory chimneys to vitiate the atmosphere with black, sulphurous clouds of coal-smoke, or to begrime the freshness of the landscape by deposits of soot; no crowds to contaminate the air.

Everywhere the quietude and perfect rest so beneficial to the invalid is found. Even the most restless mind will after a short stay begin to feel the soothing influence of the calm and placid surroundings of such a retreat. Entirely removed from the enervating excitements inseparable from the popular health-resorts and watering-places of the outside world, there is nothing to disturb the progressive restoration of health. There is no restraint, no fear of trespassing anywhere. Nobody interferes, and the stranger is undisturbed in his contemplation of Arcadian harmony. There is no striking contrast between wealth and poverty. Although one of the first impressions of visitors in Norway is that it is decidedly a poor country, yet nowhere is there any appearance of that ravenous starving poverty, so full of bitterness and so harrowing to the feelings of the compassionate beholder. There is an expression of quiet content on the faces of the majority of the people. Everything contributes to give rest and peace to overwrought brains and nerves. An eminent English therapeutist has made the characteristic remark that "The whole art of the physician consists in procuring rest for the patient." No place can be found more suitable for that purpose than Norway.

All Norwegian watering-places and sanatoria are situated in tracts most favourable in regard to climatological conditions. Nearly all of them are in Eastern Norway, which, on account of the geographical condition, is favoured with a temperate heat, no sudden changes, very small rainfall, rarely clouded skies; moreover, it has the long, light days of the "Land of the Midnight Sun." It is now generally recognised that it is the light, not heat, which is the most essential condition for organic life, its preservation and assimilation; hence it is that, while such

great importance is attached to the intensity of the light at Mediterranean health resorts, it may be said of the sanatoria of Norway that, besides having that advantage in a still higher degree, they have others which are entirely characteristic of these hyperborean retreats, with the unique charms of glorious Arctic summer. The intense effect of the sun through this highly rarefied mountain air, so perfectly pure, so entirely free from dust, about which Fridtjof Nansen speaks in his tour through Greenland, relating some very interesting observations, is, no doubt, also of the greatest importance to the sanatoria of Norway. However, whatever the theories may be they will probably change, as they have changed, but whether the effects be ascribed to the violet rays or not, the effects are there, they are too real, too perceptible through the sunburnt skins of the patients to be doubted—and then comes a most ravenous appetite, sleep becomes more refreshing, the mind gets so light, so buoyant, and the vital forces appear to have been renewed, a sunburnt neck is acquired with resignation. The circumstance that in the "Land of the Midnight Sun," the sun goes almost entirely around the horizon, must also be of importance, for, shining from all four quarters, it penetrates everywhere, leaving no dark corners for the accumulation of damp and decay.

One of the greatest attractions of Norwegian health resorts is the access to extensive and luxuriant pine forests. With their soft, moss-covered ground and shady, secluded walks, filled with the aromas of the surrounding trees and plants, they afford such splendid rest on a warm sunny day. The air is dry without parching and humid without dampness. Then there is the exhilarating influence of the mingled scents of flowers and new-mown hay from the fields. These grand pine forests are also of importance on account of the pine needle and juniper baths so much used at Norwegian sanatoria. The dry, sandy soil, on which all these establishments are built is very favourable to the sanitary arrangements. Every spring, during the violent thaw of the immense masses of snow and ice, the whole country undergoes a process of ablution and purification, most thoroughly flushing away all impurities. The effect of this may be observed on the water coming down from the barren mountain plateaux which, at other times, is so perfectly pure, and free

from all bacteria than any other water (20·60 cub. c., "Chemically and bacteriologically of prime quality."—*Lancet*, July, 1894). During this period, however, it is rather impregnated with bacteria, but fortunately, as it passes only through uninhabited forest tracts, they are of a harmless and not pathogenous nature. Exact tests have also shown that the quantities of albumenoid-ammoniati always are found to be within the limits for pure water laid down by Wanklyn, and that the relatively small variations are in no perceptible relation to bacterial contents.

Norway is the only country in the Old World which can be said to be free from malaria ; the bogs and swamps are full of ducks and snipe, but are free from malaria and baleful miasmas.

With regard to the sanitary conditions generally, the *Lancet* of July, 1894, contains an article in which it is said that the method of isolating cases of an infectious or epidemic character and the system of disinfection in Norway are decidedly good.

The Norwegian medical profession is in every respect abreast with the time. As a profession it has won well-merited recognition for humanity and self-sacrifice, and is in no way inferior as a class to any other in the country. From what has been said in the foregoing it is clear that Norway is fully entitled, in accordance with the opinion of authentic hygienic authorities, to take the foremost place as a home of sanatoria among the countries of the world. The yearly increasing number of tourists seeking recreation and rest in Norway is probably the most practical proof of the correctness of that opinion. The only reason why the health-resorts of Norway have not been more frequented by English patients can only be attributed to the lack of knowledge of the existence of these establishments and of their unique advantages ; and possibly to unfavourable impressions brought home by travellers who have had to put up with insufficient accommodation at some of the overcrowded hotels along the main tourist routes which have become so suddenly popular.

The question of the choice of the most convenient route must necessarily be answered in accordance with the object of the journey. Generally speaking, Eastern Norway offers the greatest advantages with regard to

sanatoria. In the north the atmosphere is too sharp and windy, and the west coast, with its grand mountains, glaciers and waterfalls, with its ever-varying splendid scenery which is attracting the tourist traffic, has rather too changeable a temperature, too much moisture and too many atmospheric disturbances, being also deficient in forests, which is rather a drawback to delicate persons making a protracted stay at a health-resort. If, however, the object of the visit is simply to seek change, rest and recreation, and not so much any particular treatment, that object may be attained in almost any part of Norway.

Everywhere in the Western Fjord districts of Hardanger, Sogn, Söndfjord, Nordfjord and Romsdal, splendid scenery, fair accommodation and good company may be found, but quietude and seclusion are more difficult to be obtained along these beaten tracks of the constantly increasing tourist traffic. Living is also more expensive than in the east country; neither is there much opportunity for sea-bathing, as the arrangements are too primitive, and the water of the fjords is also generally too cold, on account of the numerous glacier streams and torrents flowing into them. When Norwegians require sea baths, they usually select one of the many small towns on the Christiania Fjord where the water is more briny, and where the coast is more sheltered than anywhere else in Norway. Drøbak, Soon, Moss, Holmestrand, Asgaardstrand, and Fredriksvœrn have become most frequented, and are all moderate in their tariff (4 to 6 kr. a day). The great number of guests has resulted in the opening of many comfortable establishments.

Hankö Baths and Sea-side Sanatorium is a very favourite resort, being situated on an island at the mouth of the Christiania Fjord, surrounded by grand pine forests, about four to five hours by steamer from Christiania. The establishment is fitted with every comfort, and consists of three large central hotels and several villas on the inner and more sheltered side of the island. Besides the ordinary sea baths there are also hot sea baths, mud baths, pine-needle baths, steam baths, douche baths, &c.; also massage and electric treatment. This place is especially adapted for cases of debility, convalescence, neurasthenic, catarrhal dispositions, abdominal complaints, chlorosis, gout and rheumatic disturbances,

Good opportunity for sport. The inclusive charges are from 150 kr. a month for one person. A family, consisting of several adults and children, taking a furnished villa may calculate their expenses at about 100 kr. to 125 kr. a month for each person. Visitors staying only a short time are charged at one of the central hotels 2 to 5 kr. a day for rooms, fees 0·50 kr., breakfast and supper about 1 kr., and dinner 2·00 kr. The prices for baths vary from 0·20 kr. to 2·00 kr., according to their nature.

Holmestrand Sea Baths.—Open from June 1st to September 1st, 2½ hours by rail from Christiania (p. 187), or by steamer. Besides the cold sea baths, there are to be had peat baths, pine-needle and sea-weed baths, especially used in the treatment of rheumatic, neurasthenic, anæmic and scrofulous affections.

Torsökilen's Sea Baths.—Half-hour by rail from Fredrikshald and Tjömö sea baths, two to three hours' travel from Tönsberg, are very cheap places, the charges being only from 120 kr. to 180 kr. a month.

Höisand Sea Baths.—About half an hour from the railway station Skjeberg, in the district of Smaalenenene. Hot and cold baths, mud baths, and pine-needle baths. Hotel and villas. Rooms from 1·00 kr. to 6·00 kr. a day. If staying at least 14 days, meals are charged at 2·40 kr. a day. Reduction for longer stay.

Eidanger Sea Baths, Eidanger, near Porsgrund.

Langesund Sea Baths, Langesund.—Rooms at hotel and private houses in the town. Ordinary prices.

Foremost among the sanatoria and health-resorts of Norway must be mentioned :—

Sandefjord Baths and Sanatorium, situated on a charming little fjord of the same name, at the mouth of the Christianiafjord, four and a half hours by rail from Christiania, open from June 1st to September 1st, is the oldest health resort in Norway. It was founded in 1837 by the eminent balneologist, Dr. Thaulow, who, at this establishment, developed the peculiar balneological technic which since has been adopted at most of the baths of Norway. Sandefjord has always been the most frequented of all the baths in Norway, and it has specially, during the last decade, attracted an increased patronage which is now considerable according to Scandinavian conditions. In 1899–1902 the establishment was completely rebuilt and considerably

enlarged, and at present it is fully equipped with all modern improvements. The club-house contains a hall, billiard-room, card-room, reading-room, and a splendid ball-room.

The medical treatment consists of use of the waters of sulphureous springs, salt springs, chalybeate waters, baths, inhalations and dieting, massage, active and passive gymnastics (Swedish system), as well as electric treatment by specially trained assistants. The principal kinds of baths are sea baths, sulphur baths, steam massage baths, pine-needle baths, douches, electric hot-air baths (Bath system), and artificial Nauheim baths. The sanatorium has gained a special reputation for its excellent sulphur mud baths, which are either used as hot massage baths or in local treatment. Sandefjord Bath has gained great repute for its perfect and thorough hydropathic system in the treatment of gout, rheumatism, neuralgia (specially sciatica), obesity, obstruction, diabetes, liver complaints, affections of the heart, nervous affections, female ailments, and skin diseases.

The prices are for baths, medical attendance, and club fees: Six weeks, 122 kr., and four weeks, 90 kr. Board in the restaurant of the establishment, 84 kr. a month. Lodgings can be had in the small town of Sandefjord at 5 kr. to 20 kr. a week, and may be ordered through COOK'S Office in Christiania.

Larvik Baths and Sanatorium (p. 139).—Open from June 1st to September 1st; outside the mouth of the Christiania Fjord, five hours by rail from Christiania. With the unique natural resources of the place, its pure sea water pumped up from a considerable depth to the baths, its excellent iron spring, alkaline salt springs, and being the only pure alkaloid sulphur spring in the Scandinavian countries (similar to that of Weilbach)—considering also the splendid situation, surrounded by magnificent beech forests, and its dry sand subsoil—Larvik certainly combines all the conditions which has made it so justly popular as a health resort.

The LARVIK BATHS have also become justly noted for the excellency and variety of their curative methods and thoroughly scientific and minute attention to the details of treatment. The specialities are, however, the iodine-sulphur baths (much more powerful than those of Kreuznach), the hot-air peat massage bath (the Larvik system), which, together with sulphur baths, hot and

cold sea baths, carbonic acid sea baths, pine-needle baths, hydropathic treatment, local peat packing, Medusa-cure (jelly-fish), massage, medico-mechanical gymnastics, electric treatment and inhalations, and the springs already named, have made this place famous for the successful treatment of rheumatic and gouty affections, diseases of the heart, chronic inflammatory disorders of the internal organs, catarrh of the mucous membranes, skin diseases, neuralgia, neurasthenia, &c.

The charges for the season, calculated at six weeks, including everything, are 124·00 kr.; four weeks, 90·00 kr.; seven days, 24·00 kr.; board at the restaurant of the establishment, 70·00 kr. a month, with 2·00 kr. a week club fees for ordinary visitors; rooms at the hotel from 1 kr. to 4 kr. a day.

Modum Baths (St. Olaf's Spring and Sanatorium), Modum.—Open from June 1st to September 1st, three hours by rail from Christiania, near Vikersund railway station, is situated about 900 feet above sea-level, on a dry, sandy terrace. It has rapidly become a very popular health-resort, the distinguished name of its founder, Dr. Thaulow, being a sufficient guarantee for the most advantageous application of the rich resources of the district, among which are the pure iron springs and the ferrous peat used for baths.

The establishment forms a large block of buildings consisting of the modern baths, rebuilt in 1898, the club-rooms with dining-hall, casino, reading-room, billiard-room, and a small saloon, and of about twenty villas, built on 2 to 3 feet high piles in order to afford a free circulation of air all round, thus preventing the slightest dampness from the ground.

The curative appliances, besides those already named, which are used in conjunction with the speciality of the place, are the compound moor baths, chalybeate water baths, pine-needle baths, and juniper baths, with switching of birch twigs, massage, electric and pneumatic treatment, with inhalation of pine and tymol scent, cold water cure, and artificial Nauheim baths.

The cases most successfully treated are anæmic conditions, convalescents, nervous affections, bronchitis, affections of the heart, uterine and rheumatic affections. The prices for room per four weeks vary from

30 kr. to 70 kr. a month. A villa (three to seven rooms), 165 kr. to 450 kr. a month, according to position and length of stay. Guests must provide their own blankets. Board, 2·80 kr. a day. Club fee and medical attendance, 90 kr. per four weeks. For passing visitors a charge of 2 kr. a day is made for club fee.

The following health-resorts are within easy reach of Christiania :—

Eidsvold Mineral Baths and Sanatorium, open for baths from June 1st to September 1st. Besides the reputed iron spring of this establishment, which is near the Eidsvold railway station, four hours' journey from Christiania, are to be found the ordinary arrangements for hydropathic treatment. It is chiefly used by anæmic, nervous and catarrhal patients, and especially as a convenient and cheap intermediate station for visitors to and from the mountain sanatoria. Board and lodging from 85 kr. to 100 kr. a month. Medical attendance, baths, &c., 50 kr. a month. Massage and foreign mineral waters are extra.

As already observed, to those who do not require any of the special conditions of such places as have just been described, and who do not suffer from any particular ailments, but simply require fresh air, beautiful and grand scenery, and above all, who wish to get away from the districts frequented by large parties of holiday-makers, the choice is much larger in Norway than in any other country in Europe; but, owing to the geographical and climatic conditions, the eastern part of the country is better adapted to the requirements of visitors who wish to make a prolonged stay for the benefit of their health, besides being also much cheaper with regard to living expenses. Another point of great importance is that the people of the east country, being generally in more affluent circumstances, have developed a much greater sense of cleanliness and comfort than the poorer inhabitants of mountainous districts of the west coast, or the people in the fishing districts of the north. Long before any sanatoria was established, it was customary among the better classes in the towns to spend their summer vacation at some of the big farmhouses in the east country.

When the immunity theory, according to which tuberculosis would not be found above a certain height above

sea-level corresponding to the latitude, gave the impetus to the establishment of mountain sanatoria, it was natural that the first experiments were made in Norway. Although that theory has had its day, the excellent climatic conditions remain, and have constantly, through the favourable results produced by a stay at these resorts, been the cause of new establishments being opened everywhere, from the low hills around Christiania to the highest mountains of the interior, up to the very limit of vegetation on the arid plateaus far above the inhabited highlands. At all these places the pure, fresh air is the principal cure, and at many of them the only means of treatment. All sorts of accommodation will be found, from that offered at the isolated mountain chalet, with a couple of small rooms for guests, to the grand sanatorial establishments, with the latest improvements in curative arrangements, where even the most enfeebled may find relief for their sufferings.

Gausdal Mountain Sanatorium, open from June 10th to September 1st, 15 kilometres from Tretten railway station in the Gudbransdal, and 40 kilometres from Lillehammer (p. 186), splendidly situated health resort, 2,500 feet above sea-level, on the border of the immense mountain plateau between the Gudbransdal and the Valders, extending into the Jotunheim. The sanatorium commands a grand view towards the Jotunheim, Rondane, and the surrounding mountains, offering unequalled facilities for excursions and sport. The establishment was founded in 1876, but has been enlarged every year to meet the constantly increasing number of guests. In addition to the spacious main refectory building, with a dining-hall for 250 visitors, drawing-rooms and club-rooms, there is a large central hotel with over 100 rooms, besides a number of small residential buildings for guests, with altogether upwards of 200 rooms.

The principal attraction of Gausdal is its situation and pure mountain air, but important auxiliary treatment is also provided at an excellent hydropathic establishment in special cases requiring medicated baths, electricity, or massage. It is especially sought by persons suffering from neurasthenic and chronic complications of the organs of the chest and abdomen, catarrhal tendencies, and debility. Consumptive patients are not received. The ordinary expenses are: for rooms, from 1·50 kr. to 9·00 kr. a day, or from

25 kr. to 150 a month; board, 3·50 a day or 90 kr. a month; club fees and attendance, 1 kr. a day or 25 kr. a month.

Breidablik Sanatorium.—Open from June 1st to September 15th, on the southern, pine-covered slope of the Bægna Hills, 38 kilometres from Odnæs on the Randsfjord. Splendid situation, about 1,900 feet above sea-level, with an extensive view over the Jotunheim and surrounding high mountains; sheltered by dense pine forests. There is a resident physician in the establishment, which is fitted with baths and various appliances for treatment, and is especially adapted to neurasthenic, anæmic, and catarrhal dispositions, affections of the respiratory organs, asthma, heart disease, and debility. Board, lodgings, club fees, service, and medical attendance from 112 kr. to 140 kr. a month. Baths and lights extra. No consumptive cases received.

A little farther on in the Valders, about one and a half hours' drive from Fosheim station, is—

Fosheim Sæter (Mountain Chalet), with residential medical attendant, a comfortable little place with very moderate charges. Inclusive terms from 3·50 kr. to 4·50 kr. a day, with an addition of 10 per cent. if the guest stays for less than 14 days.

Tonsaasen Sanatorium.—Summer season from June 1st to September 15th, winter season from September 16th to June 1st. 1,940 feet above sea-level, situated on Mount Tonsaas amid extensive forests of pine and fir-trees, of which about 120,000 belong to the sanatorium. The surrounding heights command splendid views of the peaks of Jotunheim. Originally Tonsaasen Sanatorium was only intended for a summer resort, but the constantly increasing number of guests has resulted in its being made also a winter resort, for which it is equally well adapted on account of its even temperature (see "Report of the Meteorological Institute of Norway"). The climate of Tonsaasen may be briefly summarised thus: During April, May, and June it is like that of the winter at Meran; in the autumn it is like the winter at Pau; and during the winter it is like the winter of Davos. From October to April the ground is constantly covered with snow, affording good opportunity for all kinds of winter sport. Ski-running and tobogganing, under careful supervision, is also used in the curative system of treatment, and the

even temperature makes it possible for the most delicate to enjoy the pure, bracing mountain air while reclining on the sunny verandahs.

This sanatorium receives incipient cases of consumption, but it is also largely frequented by guests with the same indications as at other mountain sanatoria, and the excellent management affords a perfect guarantee of safety; in fact, its speciality is stated to be the preventative treatment of consumption.

The establishment consists of a number of large and small buildings with altogether about 100 rooms, besides saloons, library, billiard-rooms, &c., &c. The charges are, for four weeks, from 140 kr. to 200 kr., including full board, lodgings, medical attendance, baths, &c. During the winter season the inclusive charges, for four weeks, are from 160 kr. to 200 kr. For shorter periods, 5 kr. to 7 kr. a day (not including baths and medical attendance).

Holmenkollen Summer and Winter Sanatorium.—Splendidly placed, 7 kilometres from Christiania, 1,100 feet above sea-level, on the picturesque slope of Mount Holmenkollen, the southern spur of the extensive forest-covered mountain range of Nordmarken. The sanatorium is situated on perfectly dry, rocky ground, surrounded by luxuriant forests of pine and fir-trees, well sheltered towards the north by forest-covered heights, and possessing a magnificent view over the wide Christiania Valley and Fjord, the distant horizon being closed by a range of blue mountains. The establishment is beautifully and artistically decorated, offering every comfort and convenience, and on account of its magnificent situation is one of the most important attractions of Christiania to invalids and tourists.

The principal curative resources of this place consist, of course, in the pure mountain and forest air, together with a properly regulated diet and invigorating exercise by pedestrian excursions into the beautiful and charming environs. As a climatic health-resort, with its subalpine tempered forest climate, it is especially adapted to convalescents, ordinary nervous debility, effects of overwork and insomnia; also to anæmic, cardiac and asthmatic affections. The expenses are in accordance with the accommodation required, from 150 kr. to 250 kr. a month, including everything.

Voksenkollen Mountain Hotel and Health Resort.—This is the most important summer and winter health resort in the north of Europe, situated on the west part of the high-lying plateau of Voksenkollen (1,640 feet), commanding splendid views over *Sörkedalen* and the Christiania Fjord, with its numerous islands, opened in 1900.

In the immediate vicinity of the hotel is the beautiful Royal Châlet, built in ancient Norse style, the Coronation gift from the Norwegian nation to King Haakon and Queen Maud, a favourite resort of their Majesties. As a winter resort, Voksenkollen has gained a great reputation on account of its splendid winter climate, and the very attractive winter sports, for which it offers unrivalled facilities; owing to its situation within the upper belt of a sub-Alpine region, surrounded by miles of coniferous forests and vast stretches of high-lying plateaux, bounded by the distant snow-covered peaks of Telemarken, the air possesses much of the purity and invigorating qualities of the higher altitudes, while the extensive pine woods protect it from sudden changes of temperature characteristic of the more barren mountain wastes, ensuring to it the more equal temperature of a sub-Alpine region, which during the summer months averages about 10° C. daily. One of the most enchanting and imposing panoramas in Norway may be viewed from any of the numerous verandahs of the hotel, while fine shady paths intersect the extensive forests, in which picturesque rocks alternate with placid lakes, offering attractions unrivalled anywhere else in the country. A number of pleasant excursions can be made from the hotel.

The Main Building contains 100 comfortably furnished rooms for visitors, and its sanitation is perfect. Each storey contains large, roomy corridors, electric lighting, central heating, and bathrooms, as well as separate bathing apartments for the various kinds of baths. The public rooms are large and spacious, comprising a fine hall, two drawing-rooms, reading-room and billiard-room. The handsome dining-room can seat 150 guests. All front rooms have balconies to the windows, while there are numerous verandahs for general use.

A gymnasium, children's playroom, hairdresser's shop, lawn tennis court, &c., are on and adjacent to the premises.

In addition to this, Voksenkollen Kurhotel is an establishment possessing all modern curative resources, including the following :—

A. *Baths.*—(1) Electric light, and hot baths of all descriptions. (2) Pine-needle baths, prepared from fresh branches and young shoots. (3) Nauheim, or carbonic acid baths, with carbonic acid pressure. (4) Hot baths, with mud poulticing, and massage. (5) Steam and hot-air baths. (6) Combined local and light baths. (7) Cold baths, shower baths, douches, &c. (8) Air and sun baths, in a separate building in the wood.

B. *Massage and Gymnastics.*

C. *Mineral Water and Diet Cures.*

Resident physician.—

N.B.—All the baths and curative appliances are, as in all large continental hydropathic establishments, within the main building, and guests can thus proceed direct to their rooms for rest and repose after treatment.

In addition to its admirable properties as a health-resort, Voksenkollen Kurhotel will be found to be excellent quarters for those who only need rest and recreation.

Consumptive patients are not received.

Pine-needle bath, 1.50 kr. ; Steam or hot-air bath, 1.50 to 2 kr. ; General light bath, 2.50 kr. ; Local light bath, 1.50 to 2 kr.

When desired, any kind of bath, and medical attendance, can be obtained for 20 kr. per week.

Splendid view from the little primitive wooden observatory, on a fine platform, over the Bogstad Lake and the wooded hills for many miles.

The automobile of the hotel conveys guests and visitors to or from the terminus of the electric railway in ten minutes.

Grefsen Sanatorium.—Open the whole year, on the Grefsen Hills, about 250 feet above the sea. Splendidly situated at the entrance of the same forest that surrounds *Holmenkollen, extending over an immense area of the* country. This is a first-class establishment especially adapted to cases of consumption. The inclusive price is 120 kr. a month. The charges for rooms vary from 15 kr. to 45 kr. a month.

Konnerudkollen Sanatorium.—Three miles from Drammen, specially recommended to persons suffering from heart troubles, asthma, bronchitis, anæmia, nervous

complaints, and to convalescents after severe illnesses. Board and lodging 25 kr. to 35 kr. a week. Favourite winter resort for ski-runners.

Lergrovik Sanatorium at Molde, **Gjösegaarden Sanatorium** at Kongsvinger, and **Mesnalien Sanatorium,** 20 kilometres from Lillehammer, are also open to consumptive people.

The only health resort in the north of Norway equipped as a sanatorium is—

Lisbethsæter Air and Water Cure Establishment —about five hours from Trondhjem—open from June 15th to September 1st, consisting of a cluster of small villas situated in a sheltered position on a forest-covered plateau 950 feet above sea-level. With its subalpine climate and excellent hydropathic establishment this place is especially well adapted to the treatment of neurasthenic and anæmic conditions, for debility and convalescents.

Expenses : room and board 3·50 kr. a day in the main buildings, and in villa 4·50 kr. a day; if the stay is less than eight days the charges are 4·00 kr. and 5·00 kr. respectively. Reduction to parties or families. Baths, massage and treatment extra, but no other fees.

Besides the above-mentioned establishments there are a great number of health-resorts not equipped as sanatoria, where rest and the benefit of the fresh mountain or sea air may be enjoyed to the fullest extent. These places are either good substantial farmhouses or summer and family hotels, where the prices vary from 3 kr. to 8 kr. a day, according to the accommodation and the length of stay.

Fjeldsæter Sanatorium and Tourist Hotel.—A fine new establishment at the foot of Mount Graakallen, about one and a half hour's drive from Trondhjem, beautifully situated, commanding superb views of the fjord and the surrounding country, extending to the snow-covered peaks across the Swedish frontier (1,840 feet).

In the beautiful district around Lake Mjösen, near Lillehammer, in Faaberg and Gausdal, there are many large comfortable farmhouses where guests are received for the summer months. The number of visitors has constantly increased during late years. Several of these places have become establishments of some importance. For example :—

Balberg Sanatorium, situated on a summit of the

Balberg Hills, 2,000 feet above sea-level, consisting of a number of forest villas capable of accommodating one hundred guests.

In the beautiful districts, further up the Gudbrandsdal, of Öier and Fröen there are several favourite resorts. Up in the highlands on the far-reaching mountain plateaus, on a level with Gausdal Sanatorium, and with access from Fröen, there are :—

Golaa Sanatorium, season June 20th to August 31st, and—

Fefor Sanatorium and High Mountain Hotel, a fine residential hotel on the mountain plateau in the northern Gudbrandsdal, 11 kilometres (7 English miles) from Vinstra railway station, whence a good carriage road leads to the establishment, which consists of a large central building, commanding magnificent views of the famous Jotunheim (Giant's Home) (Cook's Norway Guide), and eleven detached villas. In the central building are the drawing-rooms, smoking, reading and billiard-rooms, and a dining-hall for 150 persons. The hotel is situated on the picturesque lake Fefor, and sheltered by Mount Fefor-Kampen (4,000 feet) and the grand Rutenfjeld (5,000 feet) with unequalled ski courses. From the summit of Mount Fefor-Kampen the view is of imposing grandeur.

Summer season from June 16th to September 1st; winter season, January 1st to April 15th.

The perfection of the slopes for ski-running, the sheltered position, the fine inland climate, combined with the beauty of the scenery, has made Fefor one of the most favoured resorts for winter sports in Norway.

At Fefor the sun shines brightly in December on an average 5 hours every day; in January, 6 hours; in February, 9 hours; March, 12 hours; and in April, 15 hours.

Mean temperatures—December, 9°; January and February, 11·2°; March, 9·5°; and April, 4·2° C.

Trains leave Christiania, 7.10 a.m. or 9.10 a.m.; arrive Vinstra, 3.4 p.m. or 6.43 p.m. Drive by sledge from Vinstra, about 2½ hours—1 person, 3.50 kr.; 2 persons, 5.0 kr.

Fefor has been patronised by the Norwegian Royal Family, who have occupied one of the villas.

The expenses at these establishments will amount to about 165 kr. a month.

Furuheim Hotel and Sanatorium, 1 kilometre from

Vinstra railway station. Rooms from 1 kr. to 4 kr. a day; board 2·75 kr. a day.

Toksen Boarding House, 2½ kilometres from Vinstra railway station. Open during the summer from the middle of June to the end of August.

Dr. Winge's Sanatorium, Tretten railway station, Gudbrandsdal.

Dr. Aamodt's Sanatorium at Kongsvinger.

Fosset övre Sanatorium, Faaberg.

Kornhaugh Sanatorium, Faaberg.

Fosheim Hotel, Lom, Gudbrandsdalen.

Also the high-lying tracts of Österdalen, especially Tönset, are very much frequented by summer guests, as well as the district of Land, near Odnæs; but still more the charming country around the Valders, Slidre, and Aurdal, where there are now a number of small hotels and pensions, well spoken of as vacation resorts. There are also such establishments in the Nummedal, among which may be mentioned :—

Bolkesjö, and in the Telemarken there are several smaller places, the most important being :—

Lifjeld Sanatorium, 1,200 feet above sea-level, under Mount Gausta, sheltered by forests. On account of the superb surroundings and the many grand tourist routes this place is especially adapted for a summer resort. The charges are from 3·50 kr. to 8·00 kr. a day.

The most southern high mountain Health Resort in Norway, in fine pine wood. No consumptives. Rail to Kongsberg and automobile to Notodden and Tuddal.

Tuddal Sanatorium, near Mount Gausta, 2,900 feet above sea-level. Rooms 1 kr. to 6 kr. a day; board 4 kr.

Rjukan Hotel and Sanatorium, 2,500 feet above sea-level, near the famous Rjukan Waterfall.

Further south is :—

Saude Sanatorium, at the beautiful lake Saudesjöen, near Stavanger. Inclusive price 3·50 kr. to 4 kr. a day, or 90 kr. to 100 kr. a month.

Flekkeró Skjærgaard Sanatorium, Christiansand S. Open from June 1st to August 31st. Specially recommended as a seaside health resort with moderate charges for any one requiring the bracing sea air of the south coast of Norway.

Sæterdalen Sommerhjem (Summer Home), in Byg-land, Sæterdalen, 120 kilos. from Christiansand, and—

Aaseral Sanatorium, 70 kms. above Mandal, 1,100 feet above sea-level, both well adapted for a prolonged summer stay.

Fevik Sanatorium, close to the village of Fevik, between Grimstad and Arendal (p. 140), beautifully situated among forests and cultivated land. Trout-fishing close by, and three miles from Fevik is the Nisser Salmon River, which is preserved.

Terms for the summer season : bedrooms from 30 kr. to 60 kr. a month ; double-bedded rooms from 50 kr. to 100 kr. a month. Board, with early dinner, 80 kr. ; board, with lunch and late dinner, 120 kr. a month. Reductions to families. Open all the year.

On the west coast the most popular summer resorts and pensions are found in Hardanger, Sogn, Voss, and Vossestranden, where there are a number of good smaller hotels, where Cook's Pension Vouchers at 5s. a day are accepted for full board and lodgings for stays of from one week, with reduction to families, and for longer stays.

Of the mountain resorts may be especially noted the great hospices on Mount Dovre :—

Jerkind, 3,050 feet above sea-level.

Fokstuen, 3,150 feet above sea-level.

Domaas, 2,100 feet above sea-level.

Kongsvold, 2,937 feet above sea-level.

Kirkestuen, 1,580 feet above sea-level.

And on Mount Fillefjeld :—

Nystuen, 3,160 feet above sea-level.

Maristuen, 2,560 feet above sea-level, beautifully situated and very comfortable.

On Mount Röldal there are **The Röldal Hotels,** namely :—

Breifon Hotel, 1,400 feet above sea-level, with a magnificent view over the Röldal Lake, the surrounding mountains and snow-covered peaks, directly above the junction of the important tourist routes of Ryfylke, Hardanger, and Telemarken.

Röldal Hotel, 1,250 feet above sea-level.

All these places are simply summer hotels and are not suitable for sufferers who require medical treatment, but they are excellent for rest and temporary seclusion, where the mountain air and grand scenery may be enjoyed.

After having made a choice of the district and the class

of establishment best suited, further information may be obtained and arrangements may be made through any of the offices of THOS. COOK & SON.

Besides the sanatoria and health resorts described in the foregoing, there are public institutions for the treatment of different diseases, *i.e.*, Reknæs at Molde and Lysterbo Sanatorium in Lysterbo for the treatment of consumption, but these are only intended for natives and especially for persons who cannot afford to pay the prices charged at private establishments.

N B—As the sanatoria frequently alter their charges the prices given in the foregoing pages must only be regarded as approximate, but will be useful in making calculations and arrangements.

ROUTES TO NORWAY.

THE increasing facilities for reaching Norway from England by the various steamship lines, whose comfortable and fast steamers are running daily between English ports and the west coast of Norway and Denmark (in twenty-two to thirty hours), have naturally been the means of inducing the constantly growing numbers of tourists visiting Norway to choose these routes, but those who prefer the overland route across North Germany can proceed from Harwich, Dover, or Queenboro' to Hamburg thence by a choice of routes, to Copenhagen, Christiania &c.

1. **Short Sea and Rail.**—By South Eastern and Chatham Railway to Dover, boat to Calais, and rail to Copenhagen, thence by United Steamship Company's steamer to Christiansand and Christiania, or *viâ* Fredrikshavn to Christiansand and Western Norway. The Christiania steamers also run to Gothenburg. From Copenhagen several railway lines lead through Sweden to Norway (see COOK'S Continental Time Tables), the shortest and most popular of which is the route *viâ* Elsinore and Gothenburg (see p. 242).

2. **Rail to Dover,** boat to Ostend, and same as above.

3. **Rail to Harwich,** boat to Hook of Holland, Rotterdam or Antwerp, and same as above.

4. **Rail to Queenboro',** boat to Flushing, and rail as above.

5. **By Steamer direct from London or Harwich to Copenhagen.**

6. **By Steamer from Harwich** to Esbjerg, and rail to Copenhagen.

7. **By Steamer direct from London** to Gothenburg.

8. **By Steamer direct from Hull** to Christiania, Christiansand, or to Stavanger and Bergen, or to Trondhjem, calling at Christiansund and Molde.

9. **By Steamer direct from Newcastle** to Bergen, Molde, Christiansund, and Trondhjem.

10. **By Steamer to Stavanger and Bergen** from Newcastle. Newcastle to Arendal and Christiania.

11. **By Steamer direct from Leith and Grangemouth to Christiansand and Christiania.**

12. **By Steamer from Hull** to Copenhagen.

Full information about all routes to Norway may be obtained from THOS. COOK & SON, Ludgate Circus, London, E.C., or any of their Branch Offices (see list at the end of this book). Programmes may be had on application.

STAVANGER.

Arrival.—Steamers.—The regular passenger and mail steamers from Hull, Newcastle, Rotterdam, Hamburg, and Copenhagen have their berths along the Custom House Quay. Passengers' luggage is examined on board; the hotels are quite close to the quay. The Fjord steamers lie at the Ryfylke Quay on the east side of the town, only five minutes' walk from the Customs House.

Railway.—The station of the Stavanger-Flekkefjord railway (p. 143) lies near the lake, about ten minutes' walk south of the Custom House.

Licensed porters and cabs meet all steamers.

Bankers and Money Changers.—Stavanger Privatbank, Øvre Holmgade; Stavanger Handels & Industribank, Kirkegaden.

Consuls. -British Vice-Consul: Mr. Thorbjörn Waage, Kirkegaden; United States Consul: Mr. B. Rasmussen; Vice-Consul: Mr. Christian T. Falck, Lagmandsgaden.

Baths.—Hot and steam baths at the Warm Bath House, Josenholmen, and cold sea baths at the Cold Bath House, the Strömterrace.

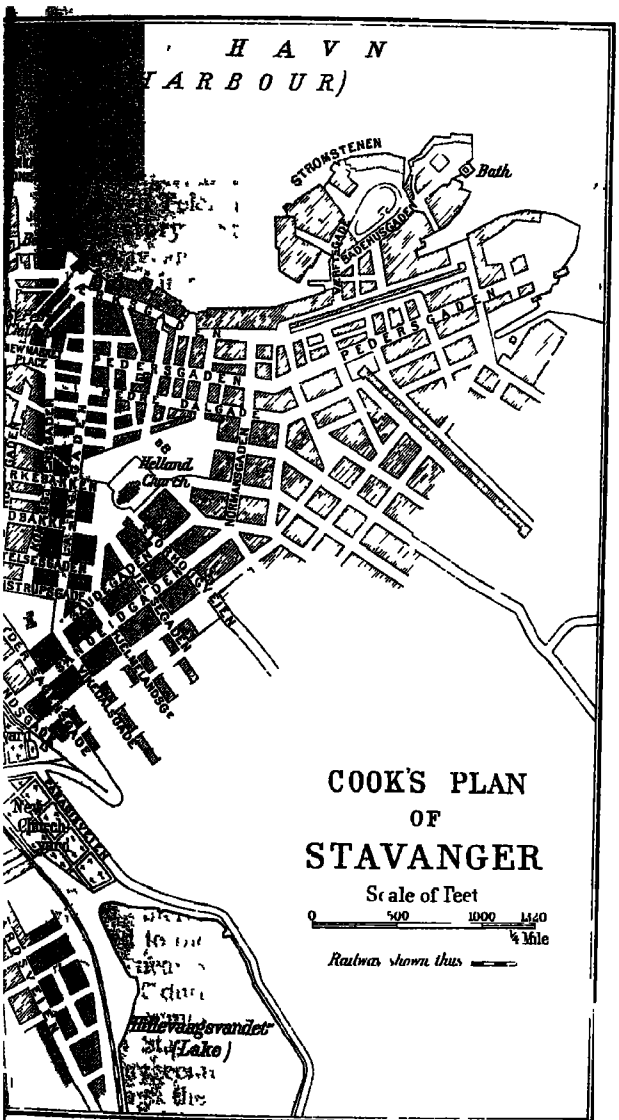
Carriages.—For drives and excursions, from the stand in the Market Place, near the Cathedral; by telephone from the quay or hotel.

Places of Interest.—The Museum in Musegaden, near the Theatre: the Cathedral; the Park, and the Observatory in the fire station, whence a good view may be had of the harbour and town.

Stavanger Husflidsforening, Skagen 10 (Stavanger Association for Domestic Industries).—Exhibition of all kinds of Norwegian work. Admission free. (See advertisement.)

Stavanger may be said to be the threshold of Norway to all who come by steamer from England, and the first

RYFYLKEMAIEN
STORE MAIEN (GREAT QUAY)
NEDRE HOLME GADE
ØVRE HOLME GADE
Fabrikens Hotel
NYGADE
Kings Hotel
MARKET PLACE
Cathedral
The Kings
Bredevandet (Lake)
Railway Station
Hospital
Museum
STORGADEN
STOKKEVEIEN
STEFFENSGADE
LOVGAARDSGADE
HENRIK
NYGADEN
PILESTRÆDET
DRONNINGENSGADE
STEVNSTHUNSGADE
KLOWSGADE
To Ulkenhuus
To Nanienhaugen



W & A K John ... Edinburgh & London

impression of the visitor who has just crossed the North Sea is most delightful and exhilarating Being situated at the very entrance to the grandest and most beautiful districts in Western Norway, many find here to start on the grand inland tour through Rygyllke, Suldal, Roldal, Hardanger, and Sogn to Bergen, or over Mount Haukeli through Telemarken to Christiania (p 218)

History.—Stavanger is one of the oldest towns in Norway and the fourth largest in the country It was founded in the eleventh century, during the reign of Olaf Kyrre Soon after, it became a bishopric and the Cathedral was built, which still remains The first Bishop of Stavanger was an Englishman by the name of Reinhold (Reginald) In erecting the Cathedral he took the Cathedral of Winchester as a prototype and dedicated it to St Swithin (Svetonius) who was Bishop of Winchester 837–862 A D. About the same time a private episcopal chapel was erected, and that edifice also still remains generally called the "Monks Church Next by was the Bishop's Palace, occupying the site of the present Grammar School.

Through the whole Middle Ages Stavanger was comparatively a small town Several large fires hemmed its growth It owed its importance chiefly to being the clerical centre of that part of the country and during the Catholic period the town had a number of churches, among which are named St Peter's, St Martin's and St. Olav's, Our Lady's, and the Cathedral All these churches have, however, gradually disappeared with the exception of the Cathedral

The ancient Kings of Norway frequently stayed in that part of the country King Harald Fairhair had a palace on the island of Utsteim north of Stavanger and often stayed there Olav Tryggvesson's sister Astrid was married to the powerful chief Erling Skjalgson who lived at Sole, near Stavanger King Magnus Barefoot lived in that part during his youth, having Rygyllke as a fief He founded a monastery on the island of Utsteim and a hospital in Stavanger for the poor and sick which remained for many centuries, but which has now disappeared

During the seventeenth century Stavanger passed through a very critical period Norway was then united with Denmark, and the king, Christian V, decided that

the episcopal see should be transferred to Christiansand. A couple of years afterwards a violent conflagration devastated the best part of the town. The king then cancelled the charter of the town, it being his will that it should not be rebuilt again, but that the inhabitants should remove to Christiansand.

It proved, however, impossible to carry out that decree. Stavanger had many roots in the surrounding country, and soon the town grew up again, and its charter had to be restored.

Since, it has steadily progressed, at first slowly, but lately the development has proceeded more rapidly. Shipping, commerce, and industries have steadily improved. Lately the preserving trade has come to the front, and may now be considered one of the leading industries of the country. Stavanger is at present noted for a variety of hermetically tinned and preserved cooked food, especially sardines and anchovies.

This industry is of comparatively recent origin, as it only dates back to 1874, when the Stavanger Preserving Company was established. From a modest beginning, this enterprise gradually grew into the present prosperous concern, giving the impetus to a number of other ventures in the same branch. The plentiful supply of raw materials and the easy access to the sources of supply, besides the facilities for finding markets for the produce, soon assured the success of this new industry. New factories were opened every year, and at present there are twenty-four preserving factories in Stavanger.

A number of important inventions have been made for the perfection of the machinery which performs most of the work. The preserved and tinned foods of Stavanger have gradually gained in world-wide reputation, and may now be found in all countries. The total of the export has reached seven millions of kroner.

Stavanger does not possess many monumental buildings or grand memorials from the Middle Ages, but its picturesque situation and quaint appearance make it one of the most attractive places in Norway. The quaint appearance of the town carries the mind of the visitor back to the past ages, and this impression becomes particularly strong when he finds himself before the ancient cathedral, which for eight centuries has withstood the ravages of time. It

is the finest monument from the Middle Ages in the whole of Norway, except the cathedral of Trondhjem. It has survived long periods of neglect and all the fires which devastated the town. In the sixteenth century it became so dilapidated that it was almost a ruin, but the most necessary repairs were made, so that it could be used as a parish church. In 1868 its interior was restored, and its exterior was put into thorough and much needed repair. After these two restorations the church assumed the appearance in which it presents itself now. When it was at the height of its glory, however, a high tower over the main entrance and the twin towers over the choir were considerably higher than they are at present. The church is a basilica, built in the round arch style, and divided by a double row of columns into a centre nave and two side naves. The choir is built in the style of pointed arches and the windows are embellished with fine paintings. The pulpit dates from 1658, and is in the baroque style. The church may be seen the whole day, and the keys are kept at the fire station across the street.

Near the church is the town park, not very large, but very pretty, on a small lake, Bredevandet (Broadwater), and clusters of centenarian trees make it one of the beauty spots of Stavanger. A visit is also recommended to "Bjergsted," a park in the north-western part of the town, near the sea. Here a fine view of the town, the fjord, and the many islands may be had. In the background the long range of the Ryfylke mountains with their bold peaks close the horizon in the distance. The Valbjerg Tower, the observatory of the fire station, affords a fine view over the town and port. In order, however, to obtain a complete panoramic view of the town and its surroundings, it is necessary to ascend one of the heights outside of the town on the south side, either Vaalandshoug or Ullenshoug, which are situated about a couple of miles from the market place. Good carriage road right up to the summit, from which the view is splendid. Towards the west is visible the Haferstjord, famous in the history of Norway, where king Harald Fairhair gained a decisive victory in a naval battle in 872 A.D., and united the whole of Norway under his rule. Near by lies the farm of Sole, where Erling Skjalgsön, one of the most important chiefs of Norway, lived in the beginning of the

eleventh century. Beyond, the ocean opens its mighty expanse to the view, sometimes stormy, with mountain waves breaking on the flat, sandy shore of the peninsula of Jœderen, sometimes placid and smooth like a mirror, reflecting the azure blue of the sky or the gorgeous colouring of a Northern sunset. The peninsula of Jæderen, a low-lying coast land, stretches towards the south, partly cultivated, but a great deal of it still covered with heather. The scenery is unique, and entirely different to that of the rest of Norway. Towards the east, the fjord is visible with its bays and islands, and in the background a range of blue mountains. The view from Ullenshoug is generally considered by tourists one of the most charming reminiscences of their tour in Norway.

A drive is recommended to Sole, about six miles from the town. The scenery is characteristic of Jæderen, with its extensive beach and the view of the ocean. The ruin of the church of Sole, dating from the early Middle Ages, was restored and turned into an artist's studio by the Norwegian marine painter, Bennetter, who lived with his family in it till his death, a few years ago.

The railway runs through the whole of Jæderen to Ekersund, whence it continues to Flækkefjord. In some parts along the line, especially between those places, the scenery is very beautiful and grand.

The Lysefjord.—Steamers run frequently from Stavanger to Lysefjord, which is surrounded by scenery which in wild grandeur surpasses that of all the western fjords of Norway. From Stavanger, the steamer first runs into the Högsfjord, where the mountains begin to assume grand proportions, sometimes with gentle wooded slopes, sometimes naked and bare of vegetation. From Fossan the Lysefjord cuts through the mountains like a narrow cleft, and the scenery increases in wildness and grandeur, the mountains become higher, rising sheer out of the deep water like gigantic walls of rock. At the innermost extremity of the fjord, the mountains assume the most wildly fantastic formations, and the impression becomes awe-inspiring and overwhelming.

From the bottom of the Lysefjord, tourist paths lead across the mountain plateau to the Sætersdal. Halfway, there is a shelter at Lysebu, where pedestrians can spend the night. Other paths lead to Sirdal and Aardal in Rytylke.

For the overland route from Stavanger to Hardanger, ‹ p. 115.

ROUTE I.

From Stavanger to Bergen by Steamer.

The distance between Stavanger and Bergen, as the crow flies, is about one hundred English miles, but the course of the steamers inside the fringe of islands which protects the coast is much longer. The big steamers take about eight hours, and the smaller ones from eleven to fifteen hours. There are fifteen steamers a week from Stavanger to Bergen, among which are some of considerable size, such as the Wilson steamers from Hull, the Hamburg and Newcastle steamers of the Bergenske and Nordenfjeldske Steamship Companies, and the Christiania steamers of various companies, besides the steamers of the United Steamship Company of Copenhagen, the steamers to Rotterdam, and the steamers of the Stavangerske and Arendal Steamship Companies.

Soon after leaving Stavanger several lighthouses are passed. The steamer then traverses the open and unsheltered mouth of the Bukkenfjord. Continuing towards north-west, we see the small seaport of *Skudenæshavn* at the south end of the Karmö, with its lighthouse, after which—

Koppervik, or Kobbervik, a large village on the island of Karmö.

The next stopping-place is—

Haugesund, with about 9,537 inhabitants, of no particular interest. An important export trade in fresh and cured herrings has been carried on of late years, and buyers from England frequently visit the place. The reputed grave of *Harald Haarfagre*, the first King of Norway, is shown here, the "Harald Memorial," a granite obelisk 36½ feet high, about 1½ miles north of the town, which was erected at the millennium of Norway on July 18, 1872, on the spot where the first King Harald Haarfager's grave was supposed to be. The monument was unveiled by King Oscar II., who at that time was Crown Prince.

After leaving Haugesund we have to pass another open bit called *Sletten*, about three English miles, where the

sea is sometimes very rough. Lyngholmen is next passed, and, entering the Bömmelfjord, one of the inlets to the Hardangerfjord (see p. 102), is the island of Bömmelö to the left, with Mount *Siggen*, 1,540 feet. On this island there are several gold mines; one of them was worked by the Oscar Gold Mining Company of London, and the others by native companies, but they have now all been abandoned. Arriving at—

Mosterhavn, 22½ English miles, and then—

Leirvik, the rest of the route from *Heröen* and *Teröen* (see p. 103) is completed in 4½ hours, to—

Bergen.

BERGEN AND ENVIRONS.

Cook's Reading-Room in the Market Place (Torvet).

General Booking Offices.—THOS. COOK & SON'S Office, Market Place. Tickets for all the principal carriole and carriage routes in Norway. Railway tickets on all routes in Scandinavia. Information given about everything. Agents for all lines of steamers. Berths booked.

Bankers and Money Changers, THOS. COOK & SON. Highest rate of exchange given, letters of credit and circular notes cashed.

English Church.—Divine Service held during the months of June, July, and August, in the Hall of Ynglingeforeningen (Y.M.C.A.). Sunday morning at 11, and 6 o'clock in the evening.

Consuls.—*British*, Mr. V. H. St. John Huckin; Pro-Consul, Mr. E. Gran. *United States*, Mr. Bertel Rasmusen; Vice-Consul, Thorvald v. Krogh Beyer; Strandgaden 2.

Baths, warm and steam, at Hotel Norge. Plain sea baths at Sölyst, near the fort, for gentlemen and ladies, also at Sydnæs open sea baths.

Concerts and Entertainments.—The Military Band plays in the Town Park every day during the season at noon. In the evenings, music and frequently other entertainments in the New Park (Nygaardsparken). A circus generally visits Bergen during the season.

Carriages, Carrioles and Stolkjærres, for drives and excursions in the environs, can be had at COOK'S Office at regular tariff charges, and full information given about the most interesting places to visit. Guides supplied.

Bergens Husflidsforening, Torvalmening (Market Place) 12 (the Bergen Association for Domestic Industries).—A very interesting Exhibition of the best national work. Specially recommended for souvenirs. (See advertisement.)

History.—Bergen, besides being the commercial capital of Western Norway, is the centre of the most beautiful districts. All tourist steamers going to the North Cape and the Fjords make Bergen their starting-point. Every day steamers arrive from and depart for England and the Continent.

Bergen was founded 1070 A.D., by Olaf Kyrre, King of Norway, whose castle of Aalrekstad occupied a part of the present site of the town. In those days, however, the harbour extended inland right up to the Cathedral. The ancient name of Bergen was Björgvin," signifying "a pasture among the mountains." In the following centuries Bergen took a prominent place in Norwegian history. It was the scene of many historic battles, fought on land and sea, between the various factions supporting different pretenders to the crown of Norway. No less than three kings have been slain or assassinated in Bergen. At a National Diet, held in Bergen in 1223 A.D., Haakon Haakonson was declared king. During his reign Bergen became the most prosperous city in the country, and boasted no less than thirty-two churches and monasteries, the largest of which were: the Christ Kirke, in which were buried the remains of King Haakon Haakonson and other Norwegian kings; the Apostel-Kirke, St. Olaf's, St. Nicholas's, and St. Columbus's. On the Nordnæs the foundations of the monastery of "Munkeliv" have lately been discovered; otherwise nothing remains of all these buildings.

In the fifteenth century the Hanseatic League established a factory at Bergen, under a monopoly granted by the Danish Government for the fish trade of the north, Norway being for about four hundred years united with Denmark under one government. The Hanseatic Company completely took possession of the place, driving away all English, Scotch, and Dutch traders, even suppressing the native merchants. For over a century these foreign monopolists continued to oppress the people, and absorbed the entire profits of the nation's principal trade, until, exasperated to the utmost, the Norwegians rose, and, under their valiant leader, Christopher Valkendorf, succeeded in throwing off the unbearable yoke in 1559. The Company was, however, too firmly established to be entirely driven out. For upwards of two centuries after this they held on to the trade of Nordland, although the old power and influence had gone for ever. In 1763 their great counting-house was pulled down, the property passing into Norwegian hands. The Hanseatic Company occupied the entire left side of the harbour, from the fortress up to the Cathedral, with their warehouses.

Repeated conflagrations have, however, swept the old buildings away, their places being taken by large wooden warehouses. The whole quarter is still called "Tyske-bryggen," the German Quay.

In 1665 a Dutch mercantile fleet of sixty-five East Indiamen were chased by an English fleet of fourteen frigates under the guns of the fortress of Bergenhus, and attacked in the very harbour. The Danish commander of the fortress, enraged at this apparent breach of neutrality by Admiral Tiddyman, who was in command of the English fleet, took the part of the Dutch, and after a fierce fight, lasting all day, the English fleet withdrew with a loss of six hundred killed. The commander-in-chief of the Dutch fleet was Admiral Van Bitter. Some of the English cannon-balls which had struck Valkendorf's Tower, the Ny-Kirke, and demolished other public buildings, were preserved; they are now gilded, and may be seen among the relics of old Bergen. During the Danish supremacy Bergen continued to be of more commercial importance than Copenhagen, and from the seventeenth century until the beginning of the nineteenth century it was the most prosperous and populous town in Norway. After the union with Sweden in 1814, Christiania was made the seat of Government and the royal residence. This, besides the opening of the railways to Sweden, has made Christiania the largest and most important city, both as the political and commercial capital of Norway. In 1855 a disastrous conflagration destroyed the greater portion of Bergen. The new quarters, which have risen since then, contain many fine buildings. Two beautiful parks also embellish the town, and a third one is projected.

Arrival.—The English and other steamers coming from the South pass through the narrow channel of Vatleströmmen, round the headland of **Lyderhorn**, and enter the bay of Bergen. The first thing that greets the eye is a long row of wooden warehouses fronting the suburb of Sandviken. A little further on to the right the bay extends—a broad arm called **Puddefjorden**—to the base of **Lövstakken**, one of the seven mountains surrounding Bergen, of which we have now named two, viz., Lyderhorn and *Lövstakken*. Puddefjorden is the harbour for all the yachting steamers. The promontory of *Nordnæs*, with the dismantled fortress of *Frederiks-*

[illegible] divides *Puddefjorden* from the harbour proper. Passing around the point of Nordnæs, a most charming panorama surprises the traveller. The old-fashioned and quaint-looking town of Bergen is now completely visible, reaching nearly half-way up the steep, verdant slope of Fløifjeldet (the Mountain of the Weather-Vane), and screened by the more barren and rugged Mount Ulriken to the north-east. On the right-hand side, as the steamer enters the harbour, is the Custom House, where the Hull and Hamburg steamers are berthed, the latter somewhat further in at the quay of the Ny-Almenning, where also the Hardanger Fjord steamers have their berths, while the Sogne and Nordfjord boats lie still further in at the quay of Pentanebryggen. The Newcastle, Christiania, and Trondhjem steamers lie on the opposite side of the quay of *Bradbænken*, under the citadel. The Wilson steamers also start from this quay for Hull, although they continue to land on the other side at the Custom House Quay, this being the most convenient arrangement for their passengers. While the steamer is getting alongside the quay, which is generally filled with a noisy crowd of hotel porters, messengers, navvies, and street urchins, it is advisable to have all the luggage brought up from the cabin and hold, and have it put together on the port side of the deck. This will greatly facilitate the passing of the luggage by the Custom House official. The Norwegian authorities are anxious to give as little trouble as possible to *bonâ fide* tourists. As soon as the officer has put his chalk mark on the luggage, it may be taken on shore, and should be handed over to one of the licensed porters, or to the hotel man, but the person should always be carefully noted. In order to prevent confusion and delay, it is advisable to have all luggage labelled with name and address, carefully removing all old labels. There is an hotel close to the Custom House, near the Ny-Kirke ; charges, about 8s. to 9s. a day. The first-class hotels, which are more expensive, are situated in the best quarter of the town, near the park. If one of the more unpretentious hotels around the quays is wanted, no cab is necessary, and the porter can be paid at the hotel, according to the tariff. Each piece is charged for ; it is, therefore, best to carry small things, such as umbrellas, rugs, handbags, &c. The big hotels up town sometimes

have omnibuses at the landing-place, but these should always be avoided, as they cannot take any luggage, so that it will cost the passenger double what he would have to pay for a cab, which at the same time takes everything he has, and he is not kept waiting for his things for an hour or more after he arrives at his hotel.

COOK's Interpreter, easily recognised by his uniform and the name on his cap, will give assistance to all that are provided with COOK's tickets, and will engage cabs, give information, &c., free of charge.

The Hull steamers generally arrive in Bergen about 2 p.m. on Saturdays; the Newcastle boats generally between 4.30 p.m. on Thursdays; and on Mondays and Saturdays in the afternoon, all steamers calling at **Stavanger** and **Haugesund**. (See advertisements.)

Sight-seeing.—All places of interest in town can easily be visited in half a day, and if the forenoon is chosen for seeing the town, the afternoon may be used for a drive to the more distant places in the environs. The following programme is recommended: Have a substantial breakfast between 8 and 9 o'clock. Leave the hotel at 9 o'clock and walk to the Market Place (*Torve Alménningen*), at the corner of Starvhus Gaden, THOS. COOK & SON'S office is situated. In the office English newspapers may be seen, letters written, and information on all subjects obtained.

Excursion parties are always being made up, and good, reliable guides provided. Carriages, motor-cars, carrioles, and stolkjærres may be hired for the day at the very lowest prices.

At the foot of the Market Place, which slopes towards the water, is the Fish Market, fish being the staple commodity of Norway. There is generally a number of fishermen's boats and smacks moored at the quay. These hardy, weather-beaten men from the reefs, where they live on barren rocks surrounded by the turbulent waves of the Atlantic Ocean, accustomed to brave the dangers of the elements, may be seen sitting or lounging about, regarding the noisy, haggling women and servant-girls crowding around them, alternately scolding and upbraiding them for being too dear, and coaxing and flattering them to have the price lowered a farthing or a halfpenny; but all to no purpose,—the "Stril" looks at them with the same stolid indifference, always sticking to his price. The only thing

that moves him is the sudden coming in of more boats with fresh supplies, when his prices fall rapidly and his cargo disappears. The purchasers pick up the big cods or black-jacks, putting their hands through the gills of the fish and carry them home, often dragging the fish along the streets. A number of tanks have been constructed, where the fishermen keep their fish alive until sold.

Opposite the Fish Market is the Exchange, and behind that the new Post Office. At the quay of the Fish Market there is also a ferry station, where boats may be had to any steamer in the harbour or to any quay for about twopence halfpenny. Outside the Exchange is a cab-stand. Along the other side of the harbour, just where the Fish Market ends, the German Quay begins, redolent with the strong odours of dried fish and train oil. Great improvements have, however, been made during the last couple of years, a fine new thoroughfare having been opened from the quay to the street above, and the old warehouses with their dark alleys and courts are gradually disappearing. At the corner is the Hanseatic Museum. The building is called "Finnegaarden," and the collections are private property. A fee of 1 kr. is charged. All along the quay may be seen huge piles of fish produce being unloaded from the queer-looking ships of the Nordland fishermen. The high prows of these vessels strongly remind one of the old Viking ships, of which models and drawings may be seen in the museums. The warehouses along the German quay are very old-fashioned, and some of them have queer-looking signs.

The next place of interest is "Tyskekirken," or the German church; then through a narrow street to the quay of the Fort, "Bradbœnken," where lie all the North Cape steamers of the two great Norwegian companies, "Det Bergenske Damp-Skibs-Selskab" and "Det Nordenfjeldske Damp-Skibs-Selskab" (**The B. & N. Line**), when resuming their ordinary services. There are always several of these beautiful steamers at the quay, and intending passengers are shown over the vessels by one of the Company's courteous officers.

The Haakon's Hall in the fort, and close by "Valkendorf's Tower," are the most interesting relics of old buildings. (Open 11–1 free and 4–6 admission 25 öre).

The old King's Hall, erected in the thirteenth century, is now restored. The banqueting-hall is very fine. In *Valkendorf's Tower* there are some handsome old chimney-pieces and a collection of flags. It is now used as an arsenal. There are really two towers, called "Valkendorf's," built by King Haakon Haakonson, also known as the "Rosenkrantz Tower." From the platform where the sentry stands, at the extreme point of the fort, there is a fine view of the entrance to the harbour.

After coming out of the fort an electric ferry-boat may be taken to the other side, and the walk may be resumed from the point of Nordnæs, past the Observatory, across the dismantled old fort of Fredriksberg, and, turning to the left, descending the steep hill to the Nykirkealmenning, we find ourselves in Strandgaden (Strand Street), which runs from north to south through the whole town. It is a narrow street, very roughly paved, always crowded with peasants doing their shopping. It runs parallel with "Vaagen," the inner harbour, but separated from it by a row of warehouses. At certain intervals narrow alleys intersect the row of shops, running down to the water, from which rise, especially at low tide, strong odours. There are some interesting shops in this street, where all sorts of souvenirs may be bought. The principal attractions in this line are filigree silver ornaments, antique and modern silver plate, wood-carvings, with models of carrioles, stolkjærres, boats, reindeer sledges, &c., dolls in national costumes, and photographs; last, but not least, the furs, of which there is a fine selection and good value. Even in this branch a great variety of inexpensive novelties are offered to the tourist in search of a pleasant little surprise for friends at home. (See advertisements.)

Arrived at the Market Place (Torvet), an electric tram may be taken, passing the town park, the Industrial and Art Museum and railway station, St. Paul's Catholic Church at the left corner of the street leading up the hill, at the head of which the Museum occupies a commanding position. The electric tramcars proceed through Nygaard to the entrance of the Nygaards Park, through which a beautiful walk leads to the Museum before mentioned.

Having seen the various interesting collections in the

Museum, a walk through the new villa quarter of Bergen is recommended. The park is really a lovely spot, nature and art having combined to make it one of the attractions amidst the many beautiful places surrounding this town among the mountains. There are open-air concerts every evening during the season, and refreshments are served. Below is the Puddefjord, covered with yachts and sailing-boats. Towards the south may be seen the dockyard of the Navy, and the shipbuilding works of Solheimsviken.

Returning from the Nygaards Park, we pass the Museum again and go down towards the large open square, called Engen. On the south side is the Club; and continuing on towards the north, turning down the street at the extreme south-west corner, the Hospital is seen; in the middle of the large square the imposing building of the new National Theatre, surrounded by plantations, occupies a commanding position. Keeping straight ahead, we arrive at Nöstebryggen (the Boathouse Quay), whence there runs a steam ferry to Laxevaag. Small ferry-boats are always to be had from this quay to the English yachting steamers, which lie outside this quay when in Bergen. The Norwegian tourist steamers and the Wilson steamers lie at the quay of "Bradbœnken," under the fort, as already mentioned (*vide* plan of Bergen). If luncheon is not taken on board, it may be had at one of the hotels, restaurants, or at the club by introduction, which is not difficult to obtain.

EXCURSIONS IN THE ENVIRONS OF BERGEN.

A favourite drive is to Fjösanger, to visit the old "Stavekirke" of Fantoft. It is a peculiar pagoda-like wooden structure, dating from the Middle Ages, and was removed from its original site at Fortun some years ago by the former American Consul, Mr. Gade, who had acquired it. It is now the property of Mr. Mohr, the German Consul, and stands in his park. It is shown to visitors. On the way back, the drive goes partly around the beautiful lake Store Lungegaardsvand, on which a couple of small steamers ply between the different piers; past the foot of

the "Ulriken," 2,010 feet high, along the picturesque road of Kalfaret, shaded by a fine alley of trees, past beautiful villas, between which a glimpse of the placid lake may be caught through the fresh verdure of trees, arbours, and hedges, past the large Hospital for Lepers and the Cemetery. The grave of Ole Bull, the great violinist, who was a native of Bergen, is visible from the road. A statue of the great master by Sinding was unveiled near the park on May 17, 1901. To the right, a road leads up the mountain of the Weather-Vane (Flöifjeld), called Fjeldveien, the mountain road, from which a beautiful bird's-eye view may be obtained of Bergen and the surrounding country. The Tree-Planting Society has done much to embellish this mountain with plantations, and have erected a Tourist Chalet on the summit, where light refreshments are served.

Café Bellevue.—A charming place, half-way up the mountain. Refreshments are served at very moderate prices at all hours.

If time permits this excursion may be extended by driving along Damsgaard around Laxevaag and *viâ* Strömme to Fjösanger. This is a very charming drive, and at Strömme there is a small inn and café.

LOCAL STEAM FERRIES.

Bergen to Laxevaag and Laxevaag to Bergen.—Traffic begins at 5.30 a.m., and is maintained every quarter of an hour throughout the day till 10.45 p.m. Sundays and holidays from 7.30 a.m. till 11 p.m. Fare, 5 öre; after 10 p.m. 20 öre. Starts from **Nöste Quay.** Laxevaag is a shipbuilding yard. Past the noisy shops a road leads through a village and continues around the point and up a wild and picturesque valley.

Bergen to Sandviken and Sandviken to Bergen (calls at Skudeviken and Storemöllen).—Traffic begins at 7 a.m., and is maintained every half-hour throughout the day till 9 p.m. Fare, 10 öre. Starts from the **Market Place Pier.**

Bergen to Strömmen and Strömmen to Bergen (calls at Flöen and Möllendal for the Cemetery).—Traffic

begins at 7.15 a.m., and is maintained every quarter of an hour throughout the day till 9 p.m. Sundays and holidays, 8 a.m. till 9 p.m. Does not sail between 1.20 and 2.30 p.m. Fare, 10 öre. Starts from the **Lungegaard Lake Quay.**

Bergen to Askö.—Daily, at 6 a.m., 2.30 and 7 p.m., except Sundays and Saturdays. (Sundays, 8 a.m., 2 and 7 p.m Saturdays, 6 a.m., 3 and 7 p.m.) Starts from **Muralmenning Quay.** This lovely island, which is reached in half an hour from Bergen, is specially recommended for a short excursion.

Askö to Bergen.—Daily, at 7 a.m., 3.45 and 8.15 p.m., except Sundays and Saturdays. (Sundays, 9.15 a.m., 6 and 8 p.m. Saturdays, 7 a.m., 4.15 and 8.15 p.m.) There are, however, always apt to be special boats affording additional facilities, of which information may be obtained at Cook's Office.

Electric Ferry-boats are continually plying in all directions in the harbour, and Electric Trams afford very easy communication between the city and the suburbs.

ROUTE II.

The Bergen-Christiania Railway.

This new mountain railway was opened in its full length on November 27, 1909. It is probably the greatest triumph of modern engineering. As far back as half a century ago the idea of constructing a railway across the high-lying mountain plateau was advanced, and in the beginning of the seventies the great advantages, commercial and strategical, were discussed in the press, but such an undertaking was considered so gigantic that but few thought it possible or practical. The distances were very great, and the nature of the ground across the mighty mountain wastes through the regions of eternal snow and ice appeared to present insuperable obstacles. However, the advantages of such a connecting link between the two principal towns of the country became clearer and the advocates of this great project were untiring in their efforts to convince the people of its feasibility. In 1894 the Storthing passed an Act authorising the construction

of a railway through Raundalen and Mount Urhoved to Lake Taugevand. The construction of the line required fourteen years.

The narrow-gauge railway from Bergen to Voss had then already been in existence eleven years. In 1898 it was decided to continue the line across the mountains and through the Hallingdal. The change from narrow to broad gauge of the Bergen-Voss line was made in 1904. Different sections of the line have been taken into use as they were finished. In 1902 the longest tunnel on the line was bored through, and in October, 1907, the rails between the east and west were joined at Usteoset. Since 1908 the line has been open to traffic between Bergen and Gulsvik, on Lake Kröderen. The entire length of the line from Bergen to Christiania is 370 miles, with 55 stations and stopping-places. There are 184 tunnels, with a combined length of 24 miles, the longest of which is Gravahalsen, 4,500 yards. The great mountain plateau across which the Bergen railway runs is covered with a number of glaciers, the largest of which is the Hardangerjökel, covering an area of about 50 square miles, 6,285 feet above sea-level.

Trains leave the railway station near the park every day during the summer season at 7 a.m. and 4 p.m., arriving at Vossevangen at 11.20 a.m. and 8.20 p.m. Only second and third class. From the season 1912 a night train will be run, leaving Bergen every afternoon and arriving in Christiania the following morning.

This line passes through some striking scenery, and is 67 English miles in length, originally narrow gauge, 3 feet 6 inches, with forty-eight tunnels, the longest of which is 1,400 feet. This railway has now been altered to broad gauge, to correspond with the Great Overland line to Christiania, the total length of the whole line being 492 kilometres, or about 307 English miles. The first station from Bergen is—

Solheimsviken, 2 kilom. Shipbuilding works and dry docks; next—

Minde, 4 kilom. Train only stops one minute.

Fjösanger, 5 kilom. A little distance from this station is situated the old *Stavekirke*, Fantoft Church, already mentioned (p. 85). Fine view of Mount Ulriken; to the left, on rising ground, a number of villas belonging

Bergen people, with fine view of Lake Nordaas, and the fjord beyond

Hop, 8 kilom Some more nice villas, among which Troldhoug, the residence of the late composer, *Edward Grieg.* There is also a hosiery mill close to the station.

Nestun, 9 kilom As far as this station there are eleven trains daily from Bergen A branch line to Os, on the Hardanger Fjord, has been opened at this point Os is situated on the Sammanger Fjord, one of the many branches of the Hardanger Fjord, with a splendid view over the fjord towards the blue mountains of Inner Hardanger, crowned with the gleaming masses of the Folgefonden Glacier The length of this little railway is only 10 kilom, but it passes through some very charming forest scenery, and at Os there is a very good hotel and several pensions, steamers also run from Bergen to Os nearly every day.

Heldal, 15 kilom, passing on to—

Haukeland, 18 kilom, and to—

Arne, 25 kilom Approaching the *Sorfjord,* an arm of the Bergenfjord, following the shore of the Fjord for about 35 miles. The line has evidently been constructed under great difficulties; in some places it runs on an embankment along the water's edge, built of solid masonry, in other places the track rests on a ledge cut out of the face of the precipitous rock, rising like a wall out of the lake, then occur numerous tunnels bored through mountains of hard, primitive rock—all this affording the traveller a most wonderful display of diversified views

At Garnæs, 29 kilom, the train stops six minutes, after which is reached the station of—

Trængereid, 35 kilom 11 kilom from the station, at the head of the Sammanger Fjord, lies Aadland, also a favourite place for excursions A posting route leads over Kvamshoug to Norheimssund, on the Hardangerfjord (see page 105).

8 kilom. from Aadland Hotel the road passes through **Tosse,** a small village with a wool-spinning mill which derives its power from the waterfall of Brattenfos, one of the most beautiful waterfalls in Norway The road continues through fine forest and mountain scenery to Kvamshoug, 20 kilom from Aadland A comfortable hotel situated on an eminence on the bank of a fine mountain lake The drive continues for another 20 kilom to Norheimssund

From Aadland the excursion may be continued to *Os*, and thence by the *Os* railway to *Nesttun*.

Vaksdal, 51 kilom.; **Stanghelle**, 59 kilom.; **Dale**, 66 kilom.; and **Bolstad**, 78 kilom, with a cotton-mill situated at the head of the *Sörfjord*.

Proceeding along the *Evanger* River we arrive at *Evanger*, 88 kilom., after which—

Bulken, 99 kilom. Near the station is situate Hotel Leland, whence a new picturesque road leads across the hills to the Hardangerfjord. At the western extremity of the *Vangsvand* (Vang's Lake), lies—

Vossevangen, 108 kilom., the former terminus of the line, surrounded by charming scenery. On the other side of the lake rises a high mountain, *Graasiden*, nearly 4,300 feet. Close by the station is Fleischer's Hotel, the largest establishment in the place, well suited for a long stay. English and German spoken. The excursion parties from the English yachting steamers and the B. & N. Line steamers make this place the starting-point for the drive to *Stalheim* and the *Nærödal*, rejoining their steamers at Gudvangen on the *Næröfjord*, a branch of the *Sognefjord*.

The Church, a stone edifice, is probably the largest country church in Norway, dating from the thirteenth century. It stands in the centre of the village, and contains a number of memorial tablets and a Bible from 1589.

About half a mile to the west of the church, on the farm of *Finne*, there is a very interesting log-house of mediæval origin, called "*Finneloftet*," containing an interesting collection of antiquities, consisting of garments, ornaments, furniture and household articles from *Voss*.

From *Vossevangen* a very picturesque route also leads to *Eide*, Hardanger, at the head of the Gravenfjord, a branch of the Hardangerfjord.

From Voss station the railway ascends continuously 1·50. About 1 kilom. above Voss the line crosses the Strand river over a stone bridge, with a span of 40 meters, and passes through a tunnel under the military camping ground of Tvildemoen, through the beautiful district of Tykke to—

Ygre Station (6 kilom.), directly below lies the camping ground of Bömoen, and a splendid view opens over the valley, the road to Hardanger and the Hondalsnut (about 4,400 feet) in the background. Immediately above Ygre

The valley becomes narrower, and the surroundings assume a grander character, with high, forest-covered mountains; the river forms foaming cataracts far below the railway to the right.

Klyve (9 kilom.), and a little further on Sverrestien, which a legend connects with King Sverre's adventurous march from Voss to Flaam, A.D. 1147.

Grove (14 kilom.), and Reime (22·6 kilom.), are next passed. From this section of the line, the snow-covered peaks of Lönehorgen and Hondalsnuten are seen. Further up towards Mjölfjeld Station (31 kilom.) the valley widens, and the scenery changes, as the high-lying mountain plateau is approached. The vegetation becomes more sparse and stunted, and about 38 kilom. from Voss the mountains become bare.

Opset Station (44 kilom.), with a small hotel. From this point pedestrians may take an interesting walk from Gravahalsen to Myrdal, and Vatnahalsen Hotel; passing through Gravahalsen tunnel, 5,311 meters, or 17,424 feet (about 3½ English miles). After passing through the tunnel, in ten minutes the train arrives at Myrdal (50 kilom.), about 866 meters, or 2,844 feet, above sea-level. Vatnahalsen Hotel is situated 1 kilom. from the railway station. Passengers wishing to stop overnight should secure rooms in advance. From the hotel, splendid views open over the mountain plateau, and the scenery is very grand, with high, snow-covered mountains, while in the foreground lies the picturesque lake Reinungavand, Kjosfossen, and the upper part of the Flaams valley, with the farm of Kaardal.

The road from Myrdal to Flaam, Fretheim, is actually 20 kilom., but in the reverse direction this distance is calculated at 28 kilom., and is charged for at the rate of 22 öre a kilom. From Myrdal, however, the ordinary tariff applies. From the railway station the road runs down into the valley in seventeen curves, being flanked by high mountains and peaks, the slopes of which are partially covered by forest. Passing the farms of Melhus, and further down in the valley Berekvam, the grandest part of the Flaams valley, the gorge of Berekvam is reached. Here the river has, in the course of time, forced its way deep down under the surface, only a narrow fissure being visible, which can be crossed on a couple of thick stone slabs. Dalsboten bridge is passed below the beautiful

Rjonande waterfall, several curving roads lead down to Flaam and the church. From this point, for about 3 kilom., there is a flat road to Fretheim, at the head of the Aurlandfjord. Here is the posting station and steamboat pier, with Fretheim's Hotel (about 30 to 40 beds). Steamers leave every day.

Myrdal, 97 miles from Bergen, 2,844 feet above sea-level in the valley of the same name. Passengers leaving the railway at this point for the drive to Fretheim to join the steamer are recommended to take luncheon at the station. The mouth of the Gravahalsen tunnel is close to the station. Soon after another tunnel is passed in order to avoid the gorge of *Kleiva*, and where the ravine opens on to Kleiva lake, the line doubles into the valley, passing through a series of short tunnels, presenting a most wonderful variety of views, then it runs through a mighty cleft, one side of which rises towards the high-lying névé of *Vosseskavlen* (6,730 feet). Far below, above the bottom of the valley, may be seen the buildings of an old sœter, surrounded by green fields. Passing through the valley of *Moldaa*, along the *Langheller Lakes* through some short tunnels and cuttings, the rounded dôme of the *Hardangerjökel* (6,285 feet) rises to the right. The lakes are covered with large icefloes all through the summer, and the banks are covered with snow. In the distance the valley widens towards the wildest parts of *Aurland*, around Mount *Saata*.

At this point the line makes a sharp turn around the lakes and ascends a steep gradient. The view now opens out over a desolate mountain waste covered with snow, broken by black crags and huge boulders, the surroundings growing wilder. Running along the snowy banks of Lake *Taugevand*, Mount *Vassfjæren* (5,363 feet), the fine peak, above Ulvik on the Hardangerfjord, is seen in the distance. In the foreground the tops of the *Ravnberg* mark the south-western border of the Hardangerjökel. Although the summer is too short to melt the immense glaciers and snowfields entirely which cover this vast plateau 6,500 feet above sea-level, the effect of the rays of the sun is visible everywhere. Large streams from the numerous lakes, fed by a net of innumerable smaller streams from the glaciers of the Jökel and the Hallingskarv, fall through the clefts into the valleys, where they form the grand waterfalls and rivers which run into the fjords.

At *Fagerbotten*, the highest point on the line is reached (4,268 feet), and then the train descends to—

Finse, the highest station on the line (4,010 feet), and 118 miles from Bergen, in 6–7 hours and a little more from Christiania. A fine hotel with good accommodation near the station, which lies on the lake of the same name. Huge glaciers and snow-covered slopes surround the place, affording ideal conditions for indulgence in the famous and popular Norwegian sport of ski-running, even in the summer months. On all sides grand mountain passes lead to Sogn and Hardanger. From *Finse* the line skirts the lake in view of the Jökel. The grand panorama becomes more pleasing and varied as the line descends into the pasture lands. Below *Tungen* it passes from Hardanger into the valley of *Hallingdal*, crossing the river *Gjeilaaen*, and running along the river *Usteskveikja*, which forms numerous rapids and falls. This river flows into the Christianiafjord.

After passing *Haugastöl* Station (3,240 feet), 134 miles from Bergen, and 37 miles from Myrdal, and passing Lake Uste, the country becomes more inhabited, with green fields and birch groves, reaching—

Gjeilo (2,604 feet), 14 miles from the last station. In the distance a cleft in the mountain has been visible for something which becomes more clearly defined as the train proceeds, until it opens into the great valley of Hallingdal, a typical broad forest-covered valley of the east country, with long lakes.

The people of the Hallingdal have for many centuries been isolated from the rest of the country, and only towards the end of the nineteenth century roads were constructed into the neighbouring districts. They have therefore preserved the dress and customs of their ancestors in a greater degree than the inhabitants of districts with easier communications. Although the people are of west country origin, the Hallingdal presents the characteristics of the east country.

The train makes a short run through the valley of Uste and crosses an iron bridge over the *Breifoss*, reaching a point (1,900 feet) whence a fine view opens over the Hols valley, and turning, still high above the bottom of the valley, a gradual descent begins towards *Aal* (1,433 feet), 57 miles from Myrdal. Farms with old buildings dating

from the eighteenth century, and testifying to the artistic taste and skill of the Hallings, are seen on all sides ; the valley is broad and flat, covered with forest and closed in by steep mountains rising to the plateau above.

After passing *Torpe*, *Gol* (648 feet) is reached. From this place the old Stavekirke now standing in the park of Oscar's Hall, Christiania, was removed. Continuing through pleasing and fertile surroundings, the train crosses a stone bridge at *Svenkerud* over the Halling river, which it follows through finely wooded tracts to—

Nesbyen (554 feet) on a wide plain, along Lake *Bromma* and the river which forms fine cataracts, and after passing the stations of *Austvoll* and *Flaa*, it arrives at *Gulsvik* at the upper end of Lake *Kröderen*, 70 miles from Gjeilo.

On Lake Kröderen there is a service of steamers plying in connection with the trains, offering a pleasant change after the railway journey. Lake Kröderen is about 25 miles long and the surrounding scenery very picturesque, especially the view towards the Norefjeld. Of the three steamers, "*Kröderen*," "*Norefjeld*," and "*Spirillen*," the latter is the largest and most comfortable.

From *Gulsvik* at the northern end of the lake the train runs on to the section of the line opened at the close of 1909, and proceeding south along the eastern bank of the lake for about 10 miles, it passes through the Haversting tunnel, the second longest on the line. Passing the small stations of—

Örjenviken (8 miles), *Sokna* (10 miles), and Venne (7 miles), *Hönefoss* (6½ miles) is reached, after which the train crosses a stone bridge over the river Bœgna, just above the waterfall (*vide* p. 194). From this point the line turns towards the north, and after passing the small station of Hval, 12 minutes from Hönefoss, the train passes through *Jevnaker*, makes a wide curve at the southern end of Lake Randsfjord, past *Grindvoll* (15 miles), to—

Roa (5 miles), junction for the lines to *Eina-Fagernæs* and *Eina-Gjövik* (p. 205).

The great change in the scenery from the wild mountain tracts to the lake and forest lands is very striking. From this point the last view is obtained of the snow-covered peaks of the Valdres and Hallingdal. From Grua the northern railway runs through the vast forests of Hadeland and dips down to Nordmarken, another great forest district extending right down to Christiania.

After passing nine small stations on 36 miles, the last section of the line passes the beautiful Lake Maridalsvand. Just before reaching Christiania, it makes a curve around and above the town, revealing fine views of the broad valley of Aker, bounded in the north-west by the pine-covered hills, rising to a height of 1,800 feet, on which are situated the mountain hotels of Voksenkollen, Holmenkollen, and the Châlet of Frognersæter, and, after passing the suburban station of Grefsen, with the sanatorium, the train descends for about 4½ miles to the capital on the gleaming fjord, with clusters of beautiful islands and blue mountains in the background.

Christiania.—The train arrives at the Central Station (p. 205).

ROUTE III.

Vossevangen to Stalheim and Gudvangen.

Before leaving Vossevangen rooms or refreshments should be ordered at Stalheim by telephone, Stalheim Hotel, at Framnæs Hotel, or at Gudvangen, Hotel Vikingvang.

The distance to Stalheim is about 36 kilom. (22⅓ English miles), and may be made easily in four hours; to Gudvangen, 12 kilom. (7½ English miles) further. There is also a regular automobile service between Voss and Stalheim, with comfortable cars leaving four times a day in both directions in 2½ hours. Travellers provided with *Cook's Posting* or *Carriage Tickets* need not trouble to change carrioles or carriages at the intermediate stations of Tvinde, Vinje, Opheim, but keep the same conveyance and driver to Stalheim. The tickets do, however, admit of breaking the journey at *Framnæs*, a favourite resort for English people on Lake *Opheim*.

The road, which is very good, leads along the Voss River, through fir and pine forests, with mountains of from 3,000 to 4,000 feet high close by, uphill until we arrive at *Tvinde*, 12 kilom. (7½ English miles), where is visible the snow-covered peak of *Lönchorgen* (4,680 feet). A little past the station is the waterfall ***Tvindefos***. The traveller may alight and go right under the fall, which is not more than a few minutes' walk from the road. Resuming the journey, passing a bridge over the ***Asbrekkefos***, con-

tinuing on the left bank of the river to the Church of *Dregevold*, which formerly stood at *Opheim*, where a valley called *Mörkedalen* branches off to the north with a—

Bye-route to Vik in Sogn.—At present there is only a bridle-path, which ascends to a height of over 3,000 feet, leading past the *Mörkedalsvand* and smaller lakes. On the height to the north may be seen in the distance the *Fösteâalsbræ* and other glaciers. To the west a path leads to *Eksingedalen*. This path joins another track from *Stalheim*, which is perhaps shorter but much rougher, both joining the high road to *Vik*, on the Sognefjord, beautifully situated, with excellent quarters at *Hopstock's Hotel*. Telephone.

The road appears now quite closed in by lofty, wooded hills. Twenty-two kilom. (13¾ English miles) from *Vossevangen* we come to the posting station of *Vinje*, where the horses have a rest of a few minutes; telephone station. A little further on the road passes along the bank of the placid lake of *Opheim* to the station of the same name. Close by the lake, picturesquely situated, is *Opheim Hotel* and *Framnæs Hotel*—excellent quarters. Notice the peculiar patches on the mountains of felspar, resembling snow and ice. In the south towers the lofty peak *Malmagrönsnaave*, 3,600 feet, and to the east *Axlen* and *Kaldafjeld*, 4,000 feet.

The surroundings become more bleak and barren as we gradually reach the summit of the watershed between the Bolstad and Sognefjords, where rises the turbulent *Nærödals River*. The road then leads through a declivity filled with stunted and shrubby birch and fir trees. Gates placed across the road to prevent the cattle from straying from one farm to another will now frequently have to be passed. As a rule, children are always ready to open them, in order to prevent delay to the traveller, for which they expect a small gratuity. The road then ascends a steep hill, passing some poor cottages, to the summit of the famous *Stalheimsklev*, with *Hotel Stalheim*, commanding an unequalled view of the grand gorge called the *Nærödal*.

The first hotel, which was opened on May 15, 1885, with eighteen rooms, was, two years later, sold. It was soon after extended and enlarged, so as to accommodate a hundred and fifty guests. The German Emperor made a stay of several days at this hotel in 1890, and engaged a suite of sixteen rooms for the following summer. Since then he has visited the hotel several

times. On February 20, 1900, the hotel was destroyed by fire, and during the following season refreshments were served under a marquee to the excursion parties who visited the Nærödal and the famous Klev. The owner of Stalheim Hotel acquired the property, including the neighbouring farms and the *Hotel Vikingvang* at Gudvangen, and had a new hotel erected in a better position than the old hotel. The road was also reconstructed so as to avoid the steep hill coming from *Voss*. Unfortunately, the new hotel was also destroyed by fire in November, 1902. It has, however, since been rebuilt, and without interruption kept open for the reception of guests. From 1912 it has been under new management, and great improvements have been made. During the autumn and winter 1912 and '13 the hotel has been almost reconstructed.

Opposite the hotel is a narrow valley, *Brekkedalen*, with a bridle-path to Vik in Sogn (see p. 96). Stalheim is 1,120 feet above the level of the sea. Immediately in front rises the grey, dome-like peak, *Jordalsnuten*, 3,600 feet. The road descends in sixteen rather steep curves into the *Nærödal*. On the right is the *Stalheimfos*, and on the left is the *Sivlefos*. The gorge of Nærödal is about 9 kilom. (5½ English miles) in length. The steep mountains on either side rise to a height of from 4,000 to 5,000 feet, and the track of tremendous avalanches may be clearly traced, in some places extending across the road. Passing a few poor-looking farms, we arrive at the hamlet of **Gudvangen**; telephone station and two hotels. The fjord is now visible between the still perpendicular mountains. Opposite is the *Kilefos*, which falls from a height of 2,000 feet. The upper fall, which is perfectly perpendicular, is about 500 feet, when it strikes the projecting rock and is dashed into a cloud of spray. It is especially fine after heavy rains in the spring. The valley is here so narrow and overhung by the mountains that during the winter the sun is not seen for months, and the darkness becomes almost palpable. Here the excursionists rejoin the yachting steamers. If time permit, fishing tackle should be procured at the hotel, as good fishing may be had from boat at the mouth of the river.

ROUTE IV.

Eide to Vossevangen. Excursions to the Vöring-fos, Ulvik and Odda.

The village of *Eide* in *Graven*, Hardanger, is beautifully situated on the Gravensfjord, an inlet of the Hardangerfjord; telegraph and telephone station, Mæland's Hotel, and posting station. Cook's tickets provide for carrioles, stolkjærres, and travelling carriages or automobiles through to Vossevangen; 30 kilom. (18¾ English miles); about three hours' drive, or 1½ hour by automobile.

Eide is one of the most charming places in this district, and particularly adapted for a stay of a few days. Several fine excursions may be made from Eide.

1. To **Vik,** in Eidfjord, by steamer, and thence to the **Vöring-fos.** Horses and guides at Næsheim's Hotel, Vik. The road runs along the banks of a beautiful mountain lake to *Sæbö*, 8 kilom. Thence a bridle-path leads through the wild *Moabödal* up to the splendid *Vöring-fos*. A path branches off to the left leading up under the fall. The excursion occupies about eight or nine hours. Near the fall is Vöring-fos Hotel, where good quarters can be had. This is the best starting-point for excursions to *Hardangervidda*, an immense plateau 3,000 to 4,000 feet above the sea, with bold peaks, glaciers, lakes full of fine mountain trout, and large plains covered with lichens, where there is excellent shooting of reindeer and ptarmigan. The Norwegian Tourist Club and the Bergen Tourist Club maintain huts on the north side of Vidda, about a day's march, where shelter and refreshments may be had. The refuge of the former is called *Krakyahytten*, and that of the latter is in *Björeidalen*, on the crossing to *Hallingdal*, *Nummedal*, and Kongsberg.

2. The new road has now been constructed from Graven to *Ulvik*, by which easy and direct communication has been opened with the *Eidfjord* or innermost branch of the *Hardangerfjord*. This road skirts Lake Espeland. At first the road makes a long and even ascent through fine forest scenery up to about 1,000 feet, when grand views open on all sides. Especially imposing and splendid is the view of *Vasfjæren*, and to the left the peaks of the *Stavskarnuts*. Afterwards the road skirts Lake *Stokke*, and, crossing the

river, it enters the narrowest part of the pass, surrounded by fine mountain peaks, passing through forest, and crossing and recrossing the river, which it follows to a bridge, where the river suddenly falls down into a deep cleft, forming the falls of *Vera*. Continuing on the right bank, through a fine pine forest, along the deep gorge, through which the river rushes, and passing through the gateway to the pass, a splendid view opens over *Ulvik* and the bay. The hotels are clustered around the church near the quay (20 kilom.).

3. Fishing excursion to the *Espeland Lake*, on the road to Ulvik. Good trout-fishing. Good quarters at the farm of Espeland. Mr. Halstein Espeland furnishes boat. This excursion can easily be made in one day.

4. Pedestrian excursion to the Caves of *Tyvenuten*, near Øvre Vasenden, near the post-road to Vossevangen; can only be recommended to good climbers.

Excursion by steamer to **Odda**, at the head of the *Sörfjord*, three and a half hours. A number of good hotels. A stay of at least two days should be made at Odda, as there are several very fine excursions to be made, for which reason this has become one of the great centres for tourists. The *Buarbræ* glacier, an arm of the *Folgefond*, easily reached in two hours. No lack of good guides; some of them speak English (guides not strictly necessary). Drive to the lake (Sandvensvand), on which a small steamer plies. Row-boat can also be had, 1·20 kr. for one person to *Buardal* on the other side (about twenty minutes), landing at the farm of *Jordal*, where a steep path leads up to the farm of *Buar*, right under the glacier (about 3 miles from the lake).

A drive to the grand fall *Lotefos* or Laatefos (about 18 kilom.) occupies five hours. The road from Odda leads up the valley, and, crossing the river, runs along the east shore of the *Sandven* Lake. Good fishing. Many beautiful cascades are passed, but the first fall of any importance is the *Hildalsfos*, leaping out from under the towering masses of the *Krosfond* glacier. On the other side of the lake a glimpse is caught of the *Buarbræ*, through the gap between the *Eidesnuten* and *Jordalsnuten* (not to be confounded with the mountain of the same name in the Nærödal), and even the snowy edge of the *Folgefond* may occasionally be seen overhanging the bluer ice of the *Buarbræ*.

The mighty waterfall, *Lotefos*, coming out of the *Lake Lote*, is soon reached This fall is generally enveloped in a cloud of spray, in which the rays of the sun are broken forming the most beautiful rainbows Then comes the Espelandfos, and a little higher up, the Skarsfos

The excursion to the *Skjeggedalsfos* will require nine hours or more, guide, 5 to 6 kroner The guide takes the party about 3½ English miles, by boat, across the fjord to a narrow gorge between the *Tyssenuten* and the *Lote nuten*, out of which the foaming river *Tyssna* rushes into the sea A steep path leads up the mountain-side on the north bank of the river, and afterwards descends towards the farm of *Skjeggedal*, a stiff walk of two and a half hours Light refreshments can be had here. The falls of *Mogelfos* and *Vasendefos* are close by the farm From this place the lake called *Skjeggedals vand*, or Ringedals vand, 3½ miles long, 1,300 feet above the level of the sea, has to be crossed in small boats Tariff, up to three travellers, kr 1 60, and up to six, 2 40 kr. Several smaller falls to the east, called *Tysselvstrengene*, split up into a number of silvery streaks The object, however, which irresistibly attracts the attention is the tremendous double fall, the *Skjeggedalsfos*, also called the *Ringedalsfos*, which is fed by the glaciers of *Ruklefond* and *Selsfond* The best view of the fall can be had by rowing to the east of the lake and climbing right up under it From about the middle of the lake the great glacier *Folgefonden* can be seen to the west

Another fine excursion of one day, to *Seljestaddjuvel* (see p 117), may be made, up to the station of Seljestad, *Hotel Folgefonden*, or to the point known as *Udsigten* (the view) *Hotel Udsigten* Many consider the scenery from this point far surpasses that of the *Vasendal* from *Stalheim*, and this is said to have been the opinion of Mr Gladstone, expressed in 1885, when, together with Lady Brassey and the party from the *Sunbeam*, he visited the place For this excursion follow the road from Odda, past the *Lotefos*

Several pedestrian excursions may be made from Odda to the Folgefonden glacier, from the farm of *Tokheim* on the Sorfjord, very steep ascent, about 4,600 feet, magnificent view over the fjords and surrounding glaciers from the summit of *Sauenuten*, also up the *Mofals Skaarene*, 4,000 feet, just above Odda to the east, or up from *Buarbra* about 5,300 feet the most difficult, but also the finest

view, which, on a clear day, extends over the whole district of Hardanger, taking in the immense snowfields of the *Hardangervidda* (across which a passage is sometimes made to *Mauranger*), while in the distance may be seen the glittering waves of the Atlantic Ocean. Guides, from 6 to 8 kroner.

The drive to Vossevangen from Eide passes through most lovely scenery. After leaving the lake (*Gravenvand*), and a small hamlet called *Övre Vasenden*, or *Svim*, 8 kilom. (5 English miles, posting station), we approach the waterfall *Skjærvefos*, up a most beautiful ascent, along a road winding in serpentine curves up the mountain, to the falls, especially grand in spring; across a bridge right over the falls, and upwards until the summit is reached, continuing through *Langskogen* the only pine forest in Western Norway. Several tarns and marshy bits are passed. The abundance of ferns and mosses of the most variegated hues and colours seldom fails to excite admiration. The descent soon begins on the other side, more gradual and over a straight road of little interest, to Vossevangen, connecting with the route to Gudvangen and the railway to *Bergen* (see p. 87).

ROUTE V.

By Steamer from Bergen on the Hardangerfjord.

Steamers run regularly every day on the Hardangerfjord from Bergen and Stavanger; from Bergen to Odda, 193 kilom. (120 English miles); from Stavanger to Odda, 260 kilom. (162 English miles). Two different lines. The Bergen steamers run every day in twelve to thirteen hours; from Stavanger a direct steamer runs once a week in twenty-two hours, but all boats for Bergen connect with those of the Bergen line. The steamers start from the quay in the Holbergs-Almenning. Apply for time-tables at any of THOS. COOK & SON'S Offices. The tourist steamers of the B. & N. Companies run from Bergen to Odda three times a week, leaving Bergen in the evening, arriving at *Odda* in the morning for the excursion to the falls, leaving Odda 2 p.m., calling at Eide and Norheimsund, and returning to Bergen early in the morning the

following day. The tourist steamer *Mira* of the Bergenske S.S. Co., leaves for *Odda* every Monday 11 p.m., returning on Wednesday morning, and going for a cruise through the western fjords as far as *Molde*.

The entire length of the *Hardangerfjord* is about 100 kilom. (62 English miles), and it is a continuation of the *Bömmelfjord*, which terminates at the island of *Terö*. The district surrounding the latter fjord is called *Söndhordland*, but is often referred to as *Outer Hardanger*, in distinction to *Inner Hardanger*, which begins inside the above-mentioned island, embracing the *Nordhordland*, district, which, together with *Söndhordland*, formed the ancient kingdom of *Hordaland*.

There are various local names given to different parts of the Hardangerfjord, viz., *Outer* and *Inner*, *Samlefjord*, *Hisfjord*, *Ulnefjord*, *Eidfjord*, (*Oifjord*). Besides, a number of branches and arms have different names—as the *Gravenfjord*, the *Sörfjord*, the *Osefjord*, the *Aakrefjord*, and the *Maurangerfjord*. The Hardangerfjord is about 3 miles broad, but some of its branches are much narrower. It is now only forty years since the Hardangerfjord has been known to foreign tourists, and at present it undoubtedly ranks among the most important attractions of Norway. The national costumes worn by the women of Hardanger are very picturesque, and their silver ornaments of an original and interesting design. The brides wear gilt silver crowns, and a wedding is one of the sights to be seen. Married women always wear the *skoul*, a large headdress of starched white muslin, while the unmarried women go bareheaded, sometimes with a bright red coil or band twisted around their heads. The people are all healthy and good-looking, although they do not resemble much either in looks or dress the gorgeous pictures purposely produced for the tourist to take home.

For the route from Stavanger see p. 77.

From Bergen the Hardanger Fjord steamers leave every morning at 6, 8 and 9 o'clock (time-tables free of charge on application at Cook's Office, in the Market Place) (Torvet). They are very comfortable boats, although not so large as ocean-going steamers. On leaving Bergen the steamer runs through the narrow sound along the island of Sartorö, passing numerous islands. To the left, the

Lysefjord, on the banks of which lies the ruin of Lyse Cloister (1140 A.D.), outside of which the small island of *Lysö*, belonging to Ole Bull's daughter; then traversing the *Björnefjord*, into which the *Samangerfjord* runs to the east, between Ose and Fuse.

To the north lies *Os* or *Osören*, favourite place for local excursions. Good inn. Railway to Næstun. The steamer then continues through the narrow strait between the mainland and *Tysnæsöen*, called *Loksund*, with many places of interest to artists and sportsmen.

Eningvik is a junction for all the steamers. Beyond this point, after coming into the main fjord, we approach the island of *Teröen* to the east (four and a half to five hours), a lovely little island, only separated from the mainland by a narrow strait. Fine view of the mountains, with the *Folgefonden* glacier.

Some of the steamers take a different course here, skirting the east coast of *Tysnæsöen*, calling at various places, and from *Onarheim* cross over to *Uskedal*; but most of them run along the mainland to *Teröen*.

Teröen is a central point for all the Fjord routes. The course is now taken across the open fjord towards—

Heröen, about 4½ miles from the last place. Nearly all steamers call at this island, and those which do not go close in under it. Next the small island of *Skorpen* is passed, nearly bare, except for a little vegetation in the north end; then *Uskedal* and *Dimmelsvik*; beautiful mountain scenery, to which the grand Mount *Melderskin*, 5,000 feet, forms a fine background.

Rosendal (about 8 miles), with the château of the Barons Rosenkrans and Rosenkrone, who resigned their feudal privileges conferred on them by the Danish Crown, in 1821, when nobility was abolished in Norway.

The present mansion was erected about two centuries ago by Baron Ludwig Rosenkrans, the first baron, and is of no special interest. It is surrounded by a fine park, and lies at the base of Mount *Hatteberg*. At the church of *Kvindherred* Mr. Gladstone took part in the service while he was in Norway in 1885.

After leaving *Gjermundshavn*, on the west side of the fjord, we reach the largest island in the Hardangerfjord, **Varaldsöen**, where the steamers touch at *Skjelnäs* on the south point, nearly opposite to *Ernæs Church* on the

south-east side. The *Maurangerfjord* branches off to the east.

Some of the steamers run through *Bondesund* on the inside of *Varaldsöen*, stopping at *Mundheim* and *Öierhavn* on the north point of the island, continuing to *Bakke*, in Strandebarm, six hours from *Teröen*. Other steamers keep on the outside of the island, along the east shore, passing the small island *Silden* (the herring), calling at *Öierhavn*, or go direct to *Bakke*. Sometimes the steamer, after leaving *Rosendal*, rounds *Nesset*, running up the fjord to the right, and after two and a half hours calls at *Enæs*, whence there is a bridle-path over the *Folgefonden* and *Bondhus* to *Odda*.

If the steamer does not take this course, pedestrians wishing to make the detour can take boat from Rosendal or Skjelnæs, about three miles. The scenery has now become very grand. From this point also excursions on horseback may be made to the lake and glacier of Bondhus. Two days should be allowed for this diversion, if row-boat has to be taken, as above indicated. Guide and horse should be engaged from Enæs to Bondhus and Gjerde (good quarters), where another guide to Odda across the glacier can be had at the cost of about 12 kr., including horse and sledge. The whole distance from Enæs to *Odda* may be made in ten to twelve hours The steamer continues up the *Maurangerfjord*, passes the north point of *Varaldsöen*, and, entering the *Hisfjord*, arrives at—

Bakke, in five hours, the junction of all the routes for the fjord steamers. Not far from this place lies Vikingnes, bought by an Englishman and turned into a health-resort, temperance hotel, and *pension*. The principal building has been removed to Odda and erected on a rocky eminence on Lake Sandven, and is called "Hotel Odda." Convenient headquarters for all sorts of excursions. The route along the bank of the fjord is very attractive. After leaving *Bakke* we pass a narrow valley, in which is situated the church of *Strandebarm*, then along a very picturesque, rocky, and forest-covered shore, the snowy peaks of *Folgefonden* still gleaming in the distance. After calling at *Rörvik*, the steamer crosses the fjord to *Jondal*.

From *Jondal* a day's excursion may be made to the *Sjördalsfos* and *Juklevand*. Part of the way only can be

[illegible] by carriole or on horseback, the rest on foot, and by boat over the lake. Several reliable guides to be found at [illegible]ndal. Charge, about 3 kr. for the tour.

After passing *Fonarnes*, to the right is perceived the peak of *Samlenuten*, forming the boundary of the *Outer Samlefjord*. To the east the most northerly end of the *Folgefonden* is in sight, flanked by several lofty peaks. To the north-west, the wild mountain regions of the *Fiskenæsfjord* close the horizon. Turning to the west, the steamer crosses the fjord, passes *Aksnæs* and the *Church of Vikör*, after which it enters the lovely *Norheimssund*. The fjord gets very narrow, and its forest-covered sides seem almost to close in front of the steamer. To the east, the eye meets the peaks of the *Hardanger Jökel*, the *Oksen*, and other mountains covered with virgin snow, rising above the glittering masses of eternal ice of *Folgefonden*. Passing on the right the small uninhabited islet of *Kramsö*, covered with vegetation, we arrive at—

Norheimssund, also called *Sandven*, a favourite place for a longer stay. Telephone connection with Bergen, Voss, &c. Good fishing. Pedestrian excursions to *Stensdalen* and *Övsthusfos*. A view of the fall and valley can be had after a walk of fifteen minutes from the pier. Refreshments are served at a châlet near the falls. Mountain path to Strandebarm Church, four to five hours. Mountain path to Voss. A new posting route leads across the mountains to *Kvamshoug*, *Aadland*, and *Trængereid* on the Bergen railway. The distance from Norheimssund to Trængereid railway station is 51 kilom., or a day's drive. This is one of the grandest routes in Norway, and has lately been included in the programmes of the tourist steamers (see p. 89).

A. The Stenhusfos, a fine waterfall about 3 kilom. from the quay. Walk or drive. Light refreshments at a pavilion near the fall.

B. From Norheimssund the drive passes the Stenhusfos, proceeding through the fertile valley of Stenhus, flanked by snow-capped mountains; the lower slopes are covered with forests, in which there are large clearings, with green fields and picturesque farmhouses. The scenery is characteristic of Hardanger—"The Pearl of Western Norway."

After passing the fall the drive continues for about 5 kilom. through charming scenery, when the ascent

place, available for all steamers on the Sognefjord, may be had from any of the offices of THOS. COOK & SON. Arrangements can be made with the captain to stop at any place not mentioned in the time-tables.

The steamers start from *Pelanebryggen*, the quay near *Nykirken* (the New Church), in the *Nykirke-Almenning* (see p. 84).

Besides the fjord steamers, five B. & N. Line special tourist steamers take passengers from Bergen to Gudvangen, Flaam and Balholmen, they do not, however, return to Bergen, but go to the northern fjords and Trondhjem.

The Sognefjord is about as far north of Bergen as the Hardangerfjord is south. It has numerous branches and ramifications, among which the *Næröfjord*, to the south, has of late years become the most popular and the best known. All the yachting steamers have taken it into their programmes. The whole length of the Sognefjord, from *Sognefest* to the head of the Lysterfjord, is about 180 kilom. (24 Norwegian nautical miles). Besides the Næröfjord there are, however, other branches that merit the attention of the traveller, as the *Aurlandsfjord*, also to the south of the main fjord, the *Fjærlandsfjord*, the *Sogndalsfjord*, the *Lysterfjord*, all on the north side of the main fjord, and the *Aurdalsfjord*, a short extension of the north-east extremity of the Sognefjord.

N.B.—The whole tour from Bergen to *Lærdalsören* can be made in twelve hours, but the trip may take as much as thirty hours, according to the route. It should, however, be known that it is generally necessary to change steamers for any of the branch fjords, on which, as a rule, special steamers run in local routes; should this not be found convenient, row-boats can always be had at a regular tariff from any place.

The entire district around the *Sognefjord*, to the extent of about 6,000 square miles, is called *Sogn*. In ancient times it formed a petty kingdom or *Fylke*, called *Sygnefylke*. Like the Hardanger, this district is all divided into two parts, of which the Northern is called Inner, or *Indre-Sogn*, and the Southern, Outer, *Ytre-Sogn*; population about 40,000.

The scenery of the Sognefjord perhaps excels that of the Hardanger in wild grandeur, but it is colder and more barren, and lacks some of the milder charms which have

endeared the latter district to the tourist. Sogn boasts the largest glacier in Europe, *Fóstedalsbræ*. But the mountains of Sogn, with an extensive plateau, have no such waterfalls as the *Vöringfos* or *Skjäggedalsfos*. On the other hand, the streams descending from these immense masses of eternal ice and virgin snow find their way to the fjord through longer valleys, assuming the dimensions of considerable rivers, but form no falls of any very great altitude. The largest waterfall in Sogn is the *Vettisfos*, about 700 feet, in *Aardal*. Distance by steamer is calculated according to Norwegian nautical miles=4 English nautical miles.

The steamer generally leaves **Bergen** about 9 a.m., and, following the bare and rocky coast of *Norhordland*, passes *Eidsvaag* and *Salhus* to *Alverströmmen*, 22 kilom.

Lillebergen, on the island of *Holsenö*, a quarter of an hour from Alverströmmen. Summer resort reached from Bergen by small local steamer in an hour and a half; good lodgings.

Continuing through the *Radösund* across the *Lygrefjord* and through the *Fensfjord*, we arrive at *Skjærjehavn* on the north point of the island of *Sandö*, 9 Norwegian nautical miles, and then to—

Evindvik, 74 kilom., the first stopping place in Sogn. Passing through the sound of *Folefot*, between the mainland and the island of *Hitsö* on the left, the steamer runs out into the open main fjord at *Dingenæs*. To the north and north-west the islands of Inner and Outer Sulen form a bulwark against the waves of the Atlantic, while to the south-west the mouth of the fjord is open to the ocean.

Sognefest (or *Sygnefest*), where the routes to *Nordfjord* and *Sogn* form a junction.

Lervik, 104 kilom., on the small Böfjord. A road leads from this place to Dale on the *Dalsfjord* (42 kilom.); no posting stations. Up to this point the surroundings have been rather monotonous. Some steamers call at Brække, on the opposite side of Lervik.

Lavik, 119 kilom., an important station, but of no particular interest to the traveller.

Vadheim, 141 kilom., also called *Vadeim*, route through *Söndfjord* and *Nordfjord*, overland to *Förde* and *Faleide* (see p. 119). Going out of the small *Vadheimsfjord*, and passing *Kirkebö*, the steamer next calls at—

Maaren, 148 kilom., on the north side, and then crosses over to *Ortnevik* on the south side, same distance from Bergen.

The mountains rise on both sides of the fjord like walls, 3,000 to 4,000 feet high. Sometimes the steamers call at *Vesse*, *Sylvarnæs*, *Kvamsö*, running into the *Arnefjord*, a long narrow fjord (106 English miles), hemmed in by rocks to the south.

Vik, 178 kilom. Good quarters. Camping ground for recruits. Two very interesting old Churches, viz., the Church of Hoprekstad and the Church of Hove.

Proceeding along the beautiful *Balestrand*, and passing Vangsnæs on the right, we arrive at—

Balholmen, 186 kilom. Good quarters. One of the most beautiful spots on the main fjord, and a favourite place for a prolonged stay. Beautiful view of the *Æsefjord*. The mountains surrounding Balholmen are *Munkeeggen*, *Gjeilevggen*, *Guldæblet*, *Vindreken*, and *Furunipa*. This is the scene of *Fridthjof's Saga*, the great work of the Swedish poet, *Tegnér*. Mound of *King Bélé*. The Sognefjord at this point sends several branches in among the mountains to the north, one of which has already been mentioned, viz., the *Æsefjord*, besides which the *Sværefjord* and *Vetlefjord*, with the glacier of the same name, are well adapted for short excursions by row-boat.

Fjærland, 212 kilom. Good quarters, and starting-point for a number of Excursions. Foremost among them all is the grand *Fjærlandsfjord*, with mountains from 5,000 to 6,000 feet, of which the peaks of *Harevoldsnipa* and *Melsnipa*, rising from the range of *Menæseggen*, forming the division between the *Fjærlands* and *Vetlefjords*, are the most prominent. The glaciers *Frudalsbræ*, east *Suphellebræ*, *Böjumbræ*, and the great *Jöstedalsfond* to the north, may be reached from Hotel Mundal, Fjærland. Landlord speaks English.

A local steamer runs from Fjærland to Balholmen, in about two hours, every day except Sunday (see *Norges Communicationer* or Company's Time Table). The stations called at are *Torsnæs*, *Fordal*, and *Fjærland*, about 12 miles from Balholmen. Time required by carriole or stolkjærre to one of the glaciers and back, three hours; to both glaciers and back, four hours. Fare, 3·50 kr., and about

50 öre to the postboy. The highly interesting sight described as "Kalving" ("calfing") of the Suphelle glacier may be seen on this excursion. The glacier, which is perpetually moving, shoots large avalanches down over the steep side of the mountain on to a wide ledge below, where they form a new glacier. Under the Böjum Glacier, Mr. Dale, the landlord of Hotel Mundal has built a restaurant called "Brœbu," where luncheons, hot and cold refreshments are served. This is a very convenient place for visitors to the glaciers.

The Norwegian Tourist Society has constructed a new footpath from Fjærland to Veitestranden, and have erected a tourist châlet at Tungesæteren in 1912.

Lekanger, 193 kilom. Passing the station *Feios* on the south side of the fjord, the steamer again crosses the fjord to *Hermansverk*, beautifully situated on the *Sjöstrand*, the north shore of the fjord. To the right *Fimreite*, famous in Norwegian history for the battle fought here in 1184, where King Magnus Erlingson fell.

We are now in the beautiful *Sogndalsfjord*, and the steamer calls at—

Sogndalsfjæren, 215 kilom. (two good hotels), beautifully situated and surrounded by high mountain peaks, among which *Storhougen* and *Skriken* to the south, and *Njuken* to the north, from 3,000 to 4,000 feet high, and easily ascended. The farmhouses are clean and substantial, giving the impression of thrift and prosperity. There are several large orchards here. Worthy of notice is the timber-built church, which has taken the place of the old *Stavekirke* of Stedje, now pulled down. Close by the church there is a Runic stone, bearing an inscription in commemoration of King Olaf.

In about half an hour's walk *Stedje* may be reached, where there are two *Kjæmpehouge* (tumuli).

Branch route to Marifjæren, and Solvorn on the Lysterfjord, a beautiful drive of 28 kilom. (18 miles).

From *Sogndalsfjæren* the steamer again runs back out of the Sogndalsfjord, and, crossing the main fjord, calls at—

Fresvik, 208 kilom., surrounded by high mountains.

After leaving this stopping-place, we next turn to the south into the *Aurlandsfjord*. The scenery at the beginning

is dreary and monotonous, but gradually the mountains assume more imposing dimensions, until at *Breisnæs* the views become as grand as in the other arms of the Sognefjord. To the east towers the mighty peak of *Slugaaosi*, nearly 6,000 feet, which is visible both from Aurlandsfjord and the *Nærøfjord*. The mountains on both sides of the fjord rise straight out of the water, leaving hardly anywhere room for a patch of earth or a cottage.

The *Upper Aurlandsfjord* is visited twice a week by the steamer from Lærdal to Bergen. Local steamers every day. The terminus of the steamers is Fretheim at the head of the fjord, about 7 miles from Aurland, with a comfortable inn. The Aurland River is full of fish, and about 4 miles up the valley lies the Vasbygd Lake, where good trout-fishing may be had. Beyond the church of Flaam a road leads up the valley, ascending several "klevs" through a narrow ravine, the *Berakvamsgjel*, and over the Gravhals and through the Rundal to Vossevangen, 12–14 hours in all. This route abounds in grand views. A new hotel has been opened, the roads are being improved every year, and since the new Christiania-Bergen railway is completed, the Flaam valley has become a rival of the Nærö valley for the favour of the admirers of the most awful, grand and wild scenery, of which the latter has up to the present been considered the *ne plus ultra*. About a mile from the new railway station of Myrdal lies *Vatnahalsen*, on the Lake Reinunga, about one mile square, into which the river Maaldaaen is precipitated in two mighty falls. The fishing is excellent, and fine mountain trout of 3 to 7 lb. are plentiful. The fishing is free in the lake and effluent rivers to the guests of the hotel. Farther on this high-lying mountain valley are the fine lakes of *Seltufl*, *Kleva* and *Gröndalsvand*, along the shores of which a good road with Sæters leads to the Halling valley and the Tauge Lake, which the new railway skirts.

Vatnahalsen, at an altitude of 2,400 feet, is therefore easy of access both from Fretheim and Vossevangen, and the tourist who is desirous of leaving the beaten track in search of fishing or shooting, fine mountain air and grand scenery, can easily reach the hotel at Vatnahalsen, where comfortable quarters may be had (see p. 91).

On the west side of the *Aurlandsfjord* the *Nærödfjord* branches off. This is the most picturesque and striking among all the branches of the *Sognefjord*, and perhaps among all the fjords of Norway, except, it may be, the *Geirangerfjord*, which by some is declared to be at least equal in grandeur. Yet it is difficult to compare the two. All around perpendicular mountains rise to a height of from 5,000 to 6,000 feet. The really immense waterfalls and cascades, which fall down from unseen icefields, appear like silvery streaks on the bare face of the gigantic rock, while the awful noise of the waters is subdued by the great height into a soft murmur.

In the midst of these colossal surroundings the senses are bewildered, and the perception of height or distance confused, for the want of some familiar object of comparison. Not far from the entrance of the Nærödfjord a narrow valley runs off to the north-west, called the *Dyredal*.

On the right side of this valley a curious hole may be seen passing right through the mountain, only visible for two minutes from the steamer. Passing the farm of *Styve*, which some years ago was partly buried under an avalanche, we arrive at *Bakke Church*, whence a road passes along the mountain-side to *Gudvangen* (see p. 97).

Some steamers, after going out from Gudvangen, go round the promontory of *Beilelen* and proceed towards the south on the *Aurlandsfjord*. The scenery on this fjord is much the same as that of the Nærödfjord; the same lofty mountains, between which the calm, deep fjord flows, and on the steep sides of towering masses of rock we notice also here green patches, with farmhouses and cottages. This fjord is, however, somewhat wider.

At Aurlandsvangen good quarters at Mr. E. Vangen's, the "land-handler" (country storekeeper); telegraph office. The river of the same name falls here into the fjord. Interesting mountain path to Lærdalsören, 230 kilom. (see above).

The steamer runs up to *Flaam*, at the head of the fjord, where *Fretheim's* Hotel is situated, and whence the road to Myrdal, on the Bergen railway, leads up through the Flaam Valley (see p. 112).

The steamer now goes out the same way as far as *Frömingen*, at the mouth of the fjord. At this place

passengers who wish to go direct to Lærdalsören may change boat.

Crossing the main fjord the steamer next touches at *Amble*, 221 kilom., situated on a small bay, where is also pleasantly situated *Kaupanger*, an important place in the Middle Ages. A road leads across the hills to Softesnæs, thence boat across the Sound to Sogndal. From Amble to *Lærdalsören*, 230 kilom., there is a short run of 9 kilom. The fjord being very shallow here, the steamers cannot go right up to the village.

There is a walk of fifteen minutes to *Lindström's* Hotel, where Carriages, Carrioles and Stolkjærres are kept on hire. Cook's passengers should place their luggage in the storehouse on the quay, and let Mr. Lindström send for it, unless his man is on the quay when the steamer arrives.

As a rule, the steamers arrive at night and leave early in the morning. Under special arrangement with THOS. COOK & SON Mr. Lindström provides carriages on the overland route through the *Valders* to *Sörum* on the Lake *Spirillen*, or to Fagernæs railway station, whence train may be taken to Christiania. Travelling Carriages, with experienced drivers, Carrioles and Stolkjærres also supplied by Mr. Lindström under contract with THOS. COOK & SON for the through journey.

From Lærdalsören the steamers run regularly up the *Fjærlands* and *Lysterfjord*, there and back about twelve hours. From Solvorn road to Sogndal very interesting.

From Lærdal the steamer generally goes first to *Aardal* (4 Norwegian miles), the starting-point for the *Folunheim* and the *Vettisfos*. From *Aardal* the steamer proceeds to *Solvorn*, a charming little place on the Lysterfjord, and thence to Marifjæren. Those wishing to make an excursion to the *Jöstedalsbræ* (glacier) should leave the steamer and drive past *Röneid*, at the mouth of the Jöstedal River, which is fed by the melting masses of the immense glacier. The bright green colour of the *Lysterfjord* is supposed to be owing to the influx of the glacier-water. Distance from *Lærdalsören* to *Marifjæren* 5 Norwegian miles ; Marifjæren to Röneid, 3 kilom. At all these places very decent quarters and good roads. From Marifjæren good road to Sogndal.

From the next stopping-place, *Dösen*, about 2 Norwegian

or *Telemarken* may have their luggage passed through the custom-house and taken on board the Sand steamer. Heavy luggage should be sent direct to Bergen or Odda, either by the English steamer or *Stavangerske* steamer, and only the most necessary hand-luggage should be taken.

After a run of three or four hours, *Jelsö*, on the mainland, is reached. The large coasting steamers also touch at this point.

After leaving *Jelsö* the steamer turns into the *Sandsfjord*, and in an hour and a half reaches *Sand*, an important village. The road passes along the *Logen* or Suldal River, which has been leased by two English salmon-fishers, whose beautiful residences may be seen from the road at *Sand*, at the *Skotifos*, and near the church of Suldal. This river, which comes out of Lake Suldal, is said to be one of the richest salmon rivers in Norway.

About five minutes after leaving Sand a fine waterfall, the *Sandfos*, is passed, and in half an hour the *Hill of Juvo* is reached, with the two waterfalls to the left, the *Grovfos* and the *Skotifos*.

After another hour's drive we arrive at *Osen*, 19 kilom. (12 miles) from Sand, on the right bank of the river at the point where it issues from the lake. Good quarters at the hotel on the pier.

The beautiful and picturesque Suldals Vand (Lake Suldal) is now traversed every day in both directions by a small steamer called *Suldal*, which may be hired for a special trip to *Næsflaten* for 30 to 40 kroner (2 to 2½ hours). On the right side is *Helgenæs*. The steamer then passes *Porten* (the Suldalgate), the narrowest part of the lake, where the rocks to the left rise 800 feet, as straight as a wall, out of the water. The total length of the lake is 18 English miles. Many farmhouses may be seen on both sides.

From Vaage a pleasant path, about 4 miles, leads through the *Hyleskar*, a picturesque mountain defile, to *Hylen*, on the *Hylsfjord*, where the Stavanger steamers call every Thursday, one hour and a half from Sand. The steamer does not, as a rule, go farther than to *Næs*, or *Næsflaten*, but will, if required, proceed to the upper extremity of the lake, whence difficult mountain paths cross to the *Haukeli Sæter* and to *Breive* in the *Sætersdal*.

From *Næs* (good hotel and station) the new road goes on to *Röldal*, through the famous gorge of *Bratlandsdal*, with grand waterfalls on either side, in some places running along a ledge with overhanging rocks, and at one spot passing through a tunnel. The Bratland River is a foaming, turbulent stream; issuing from Lake Röldal and forming many fantastic cascades, it falls in the gorge on the left. After crossing a bridge at *Hægre*, the road reaches the narrow *Ljone Lake*, skirting the farm of Ljone and crossing the bridge of that name. The scenery here is very charming. The outlet of Lake Röldal is formed by the *Hundefos*. The road continues along the fine *Röldal Lake*, at the upper end of which *Kirkebygden*, with the quaint old church and the new *Hotel Röldal*, may be easily distinguished amid a cluster of cottages and farmhouses on the green slope, and to the left *Breifon* Hotel, with the snowfield of Breifond opposite, reflected in the clear water of the lake below. Near Breifon Hotel the road branches off, leading in many corkscrew windings up the steep side of the mountain, across large snowfields, past *Seljestad*, down into the charming and fertile *Hardanger*—gleaming like an emerald in the silvery setting of the immense *Folgefond* glacier. A branch route leads across *Mount Haukeli*, at the summit of which a large châlet, or *Sæter*, affords good quarters, down into the fertile district of *Telemarken* and on to Dalen, whence the new canal affords direct communication by steamer to **Skien**, from which point the railway goes to *Christiania*. On Mount *Liffeld*, visible from Haukeli, the balloon which escaped from Paris during the siege in 1870, fell. The posting station which was formerly at Röldal has now been removed to Breifon Hotel.

Hotel Röldal, 29 kilom. This route abounds in the most strikingly picturesque scenery, and the splendour of the view from the summit of *Horrebrækkerne*, the winding road leading up from the *Breifon* Hotel already mentioned, is unsurpassed in the whole world. In the early part of the season a snowdrift of about three miles in width has to be passed, and sledges have to be brought up from the posting station for crossing it. For this an extra charge of a couple of kroner is made. When sledges are used it is generally more convenient to descend into the gorge (*Gaarsbotn*), as the road cannot

be distinguished. It is always advisable, under these circumstances, to set out as early as possible, as there is generally a hard crust on the snow in the morning caused by the frost during the night, while later on in the day this is melted by the power of the sun, making it considerably heavier for the horses, who have often to be provided with *Tryger*, a kind of snowshoes, in order to prevent them from sinking too deep into the melting snow. When the sun shines, the heat is often oppressive, and after walking some distance, in order to ease the horse, people are apt to get overheated, and only too frequently it happens that a severe cold is caused by removing overcoats or hats under these circumstances. Sometimes herds of tame reindeer are seen, a camp of these animals being kept near *Haukeli*. To regain the road at the other end of the snowfield a steep hill has to be climbed. The road descends from *Seljeslad* in large curves into the Seljestaddjuv. Fine forest scenery. Through occasional openings and clearings the snow-covered peaks of the *Folgefond* glacier are seen in the distance. *Udsigten*, or *The View*, is a favourite spot of interest. Mr. Gladstone visited this place with Lady Brassey's party, and expressed his admiration of the surpassing beauty of the scenery. A small hotel and restaurant has been erected on the spot called "Udsigten" (the view). The road now rapidly descends into the valley, and continues along a fine lake—the *Sandvensvand* —passing the *Espelandfos* and *Lotefos*. The spray from the falls is constantly falling on the road, making it necessary for passers to put up their umbrellas. A restaurant has been built near the falls. At the end of the lake, on a rocky eminence, commanding fine views of the lake, Odda and the Sörfjord, lies the new Hotel Odda, which has been closed for some time, the owner being in litigation with the carbide factories. On the other side of the lake there are several high mountains. After a pleasant drive of 5 to 6 kilom. more we reach—

Odda, 26 kilom. (16 English miles). Several good hotels. For excursions, see p. 99.

ROUTE VIII.

The Steamer Routes on the Söndfjord and Nordfjord.

These steamers belong to the same Company as the *Sogne* boats, and between Bergen and the *Sognefjord* the routes of both lines are nearly the same, although the stopping-places are different. The *Söndfjord* steamers also slightly vary their course from that of the Nordfjord steamers. The former only go as far as *Præstö*, 119 kilom. To the south is the *Dalsfjord*, about 50 kilom. in length, at the head of which is situated the beautiful *Dale*, a favourite place of English anglers. Fair quarters. *Dale* is surrounded by lofty snow-covered mountains, of which the highest, *Bleia*, is nearly 6,000 feet. *Hesten* (the Horse) seems to be a favourite name for a high mountain in this district; for example, *Dalshesten*, 2,100 feet, *Kvamshesten*, *Lokelandshesten*, &c. At the extreme end of the Dalsfjord lies *Sveen*, 148 kilom., from which place there is an easy road to *Førde* (see p. 127). Near *Sveen* the river *Gaula* falls into the fjord, forming the beautiful *Osfos*. The steamer returns from Sveen, repassing *Dale* and *Strömsnæs*, at the mouth of the *Flekkefjord*, which goes in to *Guddal*, well known on account of its many lakes and streams abounding in fine trout. At the island of *Præstö* the steamer continues her course on to *Kvalstad*, on the island of *Svanö*, with the copper mines of *Grimelien*, and then turns into the *Førdefjord*, which runs parallel with the *Dalsfjord*. The scenery is much grander. Passing the stations of *Thingnæs* and *Nausdal*, *Førde*, 185 kilom., is reached. Very good quarters. The steamer returns out of the fjord, and calls at the port of *Florö*, 156 kilom., on an island near *Svanö*. All the mail steamers call here. Good hotel. On *Brandsöen*, an extension of *Floröen*, red deer are found. The steamer returns to Bergen the same way, making the double journey in from forty-two to forty-eight hours (see *Norges Communicationer* and COOK's Continental Time Tables for days of departure and arrival).

The Nordfjord steamers do not go into the *Dalsfjord* or *Førdefjord*, but after passing *Askevold* steer up the *Sauesund*

outside *Stavenæs* and *Svanö* towards *Tansö*, crossing the *Stavsfjord*, and running on the inside of the island of *Askrovö*, across the *Brofjord*; keeping *Reksten* and *Kinn* to the left, the course is continued to the lighthouse of *Slabben*, where they turn to the right and proceed straight to *Florö* (see above). From this island the voyage is continued towards the north, inside a cluster of islands, among which is the large island of *Kinn*, with Mount *Kinnekloven*, also the islands of *Batalden*, *Aralden*, and *Skorpen*. After these are passed, a short bit of open sea, the *Bay of Fröy* (*Fröihavet*), has to be crossed. *Kalvaag*, on the *Island of Fröy*, on the south side of the rocky and desolate *Island of Bremangerland*, is next passed. The mountains on the coast rise to a greater height here than anywhere on the Norwegian coast south of the Arctic region of Nordland. Gliding behind a protecting island, the steamer is again in smooth water. The scenery assumes an almost imposing grandeur. Occasional glimpses of the *Glacier of Gjegnalund* (Gjegnalundsbræ) are caught. Among the numerous islands and islets the *Isle of Kinn* is most interesting, as being mentioned in connection with the *Isle of Selje*, made famous by the legend of St. Sunniva, contained in the *Monumenta Historiæ Norvegiæ*, by Prof. Gustav Storm (Christiania: 1880), and related among the *Acta Sanctorum in Selio*.

The steamer keeps on to the north, on the inner or east side of the Island of Bremanger, passing right under the steep walls of *Hornelen*, about 3,000 feet, the finest sea-cliff in Europe. There is a celebrated echo here, and formerly the tourist-steamers used to fire a gun while passing; but this has been discontinued for the last ten years, as on one occasion a huge mass of rock, undermined by torrents from the melting snow, was suddenly dislodged by the concussion of the firing, and with a tremendous crash hurled into the fjord below, raising a wave which nearly swamped the steamer. The place where this happened is easily recognisable, as a big hole is left in the mountain-side, whence the rock fell.

Rounding *Hornelen*, the steamer passes up the *Skateströmmen*, past numerous islands to the Isle of *Vaagsö*, calling at *Sæternæs*, 200 kilom., somewhat out of the main route, and *Moldöen*, (telegraph office), in the sound between *Sæternæs* and the mainland; then turning back

a short distance, steering to the east arrives at *Rugsund*, at the mouth of the *Nordfjord*.

On the north side of the fjord lies *Bryggen*, 208 kilom., from which place the steamer crosses and recrosses the fjord, calling at *Daviken*, *Dombesten* and *Starheim*. Proceeding along the coast on the north side, *Naustdal*, on the arm of the fjord leading to *Nordfjordeide*, is next reached.

Nordfjordeide, 237 kilom. A posting road leads from this place during the season to Nor, on the *Hornindal* Lake, on which a small steamer runs corresponding with the fjord steamers. Returning out of this short arm of the fjord we come to—

Hjelmes, on the south side, at the mouth of the *Olfotenfjord*. After leaving this station the fjord expands, and the surrounding mountains assume grander proportions. On the south side towers the snow-covered peak of *Skeishesten*, which belongs to the extensive mountain range of *Gjegnalund*, from 5,000 to 6,000 feet, with the glacier of that name. This immense mass of ice, visible from the steamer, has been but little explored. Several streams issue from the glacier, form cascades, and fall down the mountain-sides. This scenery, beheld in the peculiar subdued light of a summer evening, produces an effect entirely unique and novel to most travellers. The next station is—

Hestnæsören, where the steamer calls once a week. The *Hyenfjord* is pinched in between lofty and steep mountains of from 3,000 to 4,000 feet high, and resembles much the Næröfjord in Sogn. In the vicinity there are good trout lakes, bear and deer shooting. Roads to *Naustdal* and the *Eidsfjord*. Doubling *Kvitenæs*, we get into the *Gloppenfjord*, the scenery continuing to be pleasing, and in some parts even grand. On the west side the fjord is bounded by the lofty peaks *Skeishesten*, *Rysvatshorn* and *Eikesnæshesten*, from 4,000 to 5,000 feet. At the head of the *Gloppenfjord* lies—

Sandene, 260 kilom. Posting station (see p. 126). From *Sandene* a very picturesque and highly interesting road leads past the *Bredheims Lake*, through *Vaaledalen* to *Fölster*, joining the main road to *Vadheim*. The steamer turns back, running out of the *Gloppenfjord*, a distance of about 14 kilom. Along the east side of the fjord is a road past the parish church of *Væreid* to

Rysfjæren. The mountains around the main fjord are much lower (about 3,000 feet), and the surroundings somewhat monotonous, yet the neighbouring villages, with their lakes, forests and glaciers, contain many gems of fine scenery. The steamer runs along the pleasant forest slopes on the north side, on which numerous farmhouses are seen, some of them very high up, and proceeds to—

Utviken, 267 kilom. The storekeeper, Mr. Loen, is COOK'S Agent for Carrioles and Stolkjærres for the *Söndfjord* route. Should the steamer have left for *Faleide* when passengers arrive here overland, Mr. Loen will also furnish row-boats according to tariff. Good quarters. For overland route to *Vadheim* see p. 126.

The steamer next calls at *Indviken*, where a valley leads up to *Cæciliekrona*, 5,825 feet. Very beautiful scenery along the banks of the fjord. Specially to be noticed is the increasing number of birch-trees, among which many fine specimens of the "drooping birch." Doubling a promontory and crossing the fjord,

Faleide, 275 kilom., is reached. The old road to *Horningdalen* in *Söndmöre*, now seldom used by tourists, begins here (see p. 129).

At the innermost end of the fjord lies *Visnæs* (in *Stryn*), 280 kilom. Good quarters. Posting station. Opposite lies *Tonning*.

Sometimes the steamers touch at *Olden* and *Loen* first, but, as a rule, they call when returning. There are very good hotels at all these places, which are the starting-points for numerous excursions in the *Valley of Stryn* to *Flo*, *Bergstad*, *Strynsvand* (Lake Stryn) Via Sæter, or through the sombre valley of *Erdal* to the Gredung Glacier. Tolerable quarters at the farm of *Gredung*, over the *Fösledalsbræ* and down to Loen. Experienced guides can be had; fee, 10 to 15 kr., according to the tour. A new posting road leads from Visnæs to Loen.

The valleys of *Stryn*, *Olden* and *Loen*, with their numerous glaciers, lakes and streams, have of late years been visited by increasing numbers of English anglers, and it is not difficult to find good quarters. Several comfortable hotels have been built lately at *Visnæs*, *Loen* and *Olden*. (See COOK'S Special Hotel List). Intending visitors are advised to secure lodgings beforehand.

A fine new posting road connects Visnæs, Loen and

Oldören. Posting station at Yri's Hotel. Short drive through charming scenery to *Eide* (3 miles) on the Olden Lake. Along the west bank of the lake a bridle path runs to *Rustöen*, but this is seldom used by tourists. Mount Ceciliekrone (5,500 ft.), which has been in view since leaving Oldören, towers above the lake, which is 7 miles long and 300 feet deep. To the right a large cave. The steamer passes under the steep wall of the Great Ceciliekrone on the right and through a sound. On the left is seen the Sunde glacier, and on the right the beautiful Flaate glacier. A little further on the Gytri and Yri glaciers are seen on the right. After rounding the steep Mount Synsnipa a splendid view opens towards the Melkevold glacier, which appears entirely to close the valley with its mighty masses of ice, while on both sides of the lake gigantic peaks and lesser glaciers rise alternately. On a clear sunny day this grand view opening suddenly has an overwhelming effect, the rays of the sun being reflected from great ice-blocks of the immense glacier.

After having crossed the lake the steamer lands at the mouth of a glacier river at the farm of *Rustöen*, where luncheon is served at Yri's restaurant. Stolkjærres are then taken for the drive on a good road to *Brigsdal* (3 miles). To the left can be seen high above the road the Aabrekke glacier. Continued view of the Melkevold glacier, on the right the beautiful double waterfall of Vaale. The road turns to the left, and crossing a bridge over the glacier river, the farm of *Brigsdal* is reached. Small hotel. From this point a footpath constructed by the Norwegian Tourist Society leads upwards along the foaming river through grand scenery with steady ascent towards the fine Brigsdal waterfall. Continuing, the path becomes steeper past the waterfall to the summit, whence grand views on both sides. Passing through some brushwood, a point is reached whence a full view is obtained of the *Brigsdal* glacier. Loud cracks are continuously heard from the immense moving masses of ice. This is a real "blue glacier," in most imposing surroundings, and generally considered one of the finest in Norway. Good guides can be hired at *Oldören* to the glacier for 4 to 5 kr. The hire of a boat on *Oldsvandet*, 50 öre to 1·00 kr. If none of the party can row, a boatman may be found for 2·00 kr., as the guide alone is hardly sufficient. With two rowers

the lake may be crossed in two hours. Two small steamers are now running on this lake.

Loen may be reached from *Visnes* by row-boat in an hour and a half, or by the new posting road. This is also a favourite starting-place for numerous excursions, among which may be mentioned those to the beautiful *Loenvand*, the glaciers of Bödal and *Kjendal*, and several mountain châlets.

Loen is situated in the inner part of Nordfjord, and is surrounded by high mountains, which are covered with vegetation up to their very tops. In the background grand glaciers and snowfields are visible. Prominent among all the mountains are the majestic masses of the *Skaalafjeld*, while in the foreground the river forming splendid cascades and rapids falls into the placid fjord. On a beautiful plain two comfortable tourist hotels have been erected. Entering the fjord by the steamer, the panorama of Loen is one of the grandest and most splendid that can be imagined. From Loen a good carriage-road of about two miles leads to the Lake Loen. The surrounding country is beautifully wooded, while the river with its numerous windings, rapids and falls, alternating with fine, smooth stretches, lends an additional charm to the beautiful scenery. On the north side of Vasenden (Water's End) of Lake Loen, the steamer *Lodölen* awaits the passengers to convey them across the lake, which is about $7\frac{1}{2}$ miles long. The scenery around Lake Loen affords the greatest variety of views; fine mountain ranges, surmounted by innumerable peaks, crowned with eternal snow and ice, intersected by beautiful green valleys, alternating with charming wooded slopes and level stretches of cultivated meadows, dotted with bright farmhouses and cottages are mirrored in the clear surface of the lake in so perfect a manner that at first sight it is difficult to determine where the land ends and the water begins. Halfway across the lake the grand rolling glacier of *Halseth* is constantly pushing enormous masses of blue ice down the steep side of the mountain which it overhangs, the movement being accompanied by a loud cracking followed by the thundering of the immense avalanches as they are loosened from the glacier and rush down the precipices, awakening the echoes of the surrounding mountains. Further up on the same side the grand *Ravnefjeld* rises to

a height of over 6,000 feet. At *Bödalsnæs*, where three fine valleys open among high mountains and fine glaciers, the lake forms a narrow strait. This part is considered to be one of the grandest in Western Norway. A new road has been constructed to the Bödal glacier, 6 kilom. from the lake. This is considered the finest of all the glaciers. From the restaurant near the glacier the view extends over seven glaciers, all arms of the Jöstedalsbræ. Carriages at the landing-place. The steamer then arrives at *Kjendalen*, at the upper end of the lake. Here the peculiar phenomenon may be observed, at midsummer, of the sun appearing and disappearing three times a day on account of the lofty mountains. A good road leads about three miles up through the flat valley of Kjendal to the foot of the Kjendal glacier. This glacier is the most easy of access in the whole district, but it is not safe to walk on it. The first view of the glacier strikes the beholder from a point about half-way on the road. It lies at the bottom of an immense cauldron formed by gigantic mountains. The road now continues to the right across the river to the base of the glacier. which presents a magnificent sight. Among the vast masses of ice rises the almost perpendicular Mount *Kjendalskrona* (5,995 feet). Huge waterfalls rush down the mountain-sides from the glaciers. At the mouth of the river *Kvandal*, on a strip of alluvial soil, lie some turf-roofed farmhouses and an inn. This excursion can be made in six to seven hours from the hotels at Loen and back.

Mount Skaala (the Midnight Mountain), which dominates Loen in the north-east (6,500 feet), is easily ascended, and even ladies may venture on this feat, no real climbing being necessary. On the top, a stone turret-like structure, of two storeys, has been erected for the convenience of tourists. The summit is covered by a snowdrift about twenty-five yards wide, from which the most splendid view is obtained over the grand icefields of the Jöstedalsbræ, out of which Mount *Lodalskaapa* raises its sombre head, the background being formed by the grand peaks of the *Jotunheim*. Towards the west a glimpse of the ocean is caught, while in the north the graceful and picturesque peaks of the Söndmöre Alps with the Horninsdalsrokken in the foreground and the blue mountains of the Romsdal clearly outlined close the horizon. To complete the panorama of indescribable beauty and grandeur, the bird's-

eye view of the green fjord and the shimmering surface of Lake Loen, with the cultivated lands and forests, the rivers and the farmhouses on their banks, forms a most charming and striking contrast. The circumstance that the sun does not set for more than two hours in the height of summer enhances the pleasure of excursions in these parts.

The ascent of *Lodalskaapa* (6,700 feet) is rather more of an undertaking, and a start is generally made from Loen in the afternoon to Bödalsæter, about 15 miles, where the night is spent. The ascent is commenced at 4 o'clock in the morning and the summit reached between 8 and 9 a.m. Reliable guides and provisions may be had for any of the mountain excursions at the hotels at Loen.

ROUTE IX.

Overland from Vadheim to Vestnæs through Söndfjord and Nordfjord.

This is one of the most interesting routes on the west coast of Norway, occupying about three or four days from Bergen to Vestnæs, on the Romsdalfjord or to Molde, where one of the large mail steamers may be taken for Trondhjem and the North Cape, or the overland route may be continued *viâ Sundalsören*, *Aune*, and *Stören* to *Trondhjem*. From *Vestnæs* travellers may also proceed to *Trondhjem viâ Næs* (*Romsdal*), *Domaas*, and *Stören*. This route has, however, been considerably shortened now, since a service of motor-cars has been established between *Vadheim* and *Gloppen*.

From Bergen the traveller may either take the Sogne steamer to *Vadheim*, or proceed by rail to *Vossevangen* and post to *Stalheim* and *Gudvangen*, at which point a steamer may be taken to *Vadheim*. Those not having sufficient time may shorten the tour and reduce the expense considerably by taking the *Söndfjord* boat to *Förde*, or the *Nordfjord* steamer to *Visnæs*.

Vadheim, or *Vadeim*. Good quarters. The old road has been greatly improved, although in several places it is still very hilly. The surroundings are very pretty, but cannot be compared with the grand scenery of *Inner Sogn*. The road passes through a narrow valley, hemmed in by mountains 2,000 feet high. After heavy rains and early in the spring avalanches of snow and ice mixed with rocks and gravel very frequently occur. Two small lakes are passed, the first to the left, the second to the right. After proceeding for some distance to the north, the valley

makes a curve, and the road takes a more westerly direction, entering the forest district of *Holmedal*, and following the course of the river *Gaula*, traversing some hills, and passing through a beautiful forest of pine and fir, we arrive at—

Sande, 15 kilom. Very good quarters at Mr. L Sivertsen's. From *Sande* a very hilly road leads across the mountain ridge which divides *Holmedal* from *Förde*. Ascending, we have a fine view of the broad valley of the *Gaula* on the left, then through forest and cultivated fields, past a small marshy lake on the left and a cluster of farmhouses on the hills to the right, we arrive at the slow station,

Langeland 11 kilom. (pay for 14 kilom.). No accommodation; it is therefore advisable to engage the same horse for the entire distance from Sande to Förde, as otherwise considerable delay and annoyance may be caused. The road then proceeds through the forest skirting a lake, up and down some hills on the top of the mountain, whence glimpses are caught of the peaks *Kvamshesten* and Lillehesten.

Branch Route from Sveen to Sande.—To the left a road leads down to *Sveen* on the *Dalsfjord*, 11 kilom. (pay for 14 kilom.).

The road has now reached the height of 1,100 feet above the level of the sea. After traversing a short distance through the pass, the descent into the *Förde* valley is rapidly accomplished. Passing along the *Förde* river and crossing the bridge, we arrive at—

Förde, 11 kilom. (pay for 14 kilom.). Good quarters. *Telegraph Office.* This is the centre of a very large district, the ancient *Firdafylki*, the home of the men who discovered Iceland in the ninth century. Horse-breeding is one of the principal industries of *Söndfjord* and *Nordfjord*. Most of the posting horses in Norway are raised here. A striking peculiarity of the dialect spoken in this district is the same erratic use of the letter "h" that characterises the pronunciation of the Cockney. The Förde river is one of the best salmon rivers in Norway, and has been held by several well-known English anglers, including the Duke of Marlborough.

N.B.—There is another place by the name of Förde on the old road, and Red and Breum, and a great many mistakes have occurred on that account. Letters should therefore be addressed ***Förde i Söndfjord***, either *Poste Restante* or care of Sivertsen's Hotel.

Leaving *Förde*, the road leads uphill for some distance, crosses a bridge, and passes through the farms of *Bruland* and the residence of the *Foged* (Sheriff), through a forest and past the small lake—*Movand*—the narrowest part of which is spanned by a bridge. At the upper end of the lake lies the Agricultural College of *Moc*, surrounded by well-cultivated fields, enclosed by living hedges of small fir-trees, which are rarely seen in Norway, the unsightly split-rail fences being more commonly used. Close by is the beautiful little waterfall *Huldrefos*. Continuing through a fir-forest, past some sawmills, we arrive at the south end of the lake, *Fölstervand*, surrounded by majestic mountains. The next station is—

Nedre Vasenden (meaning "lower end of water"), 19 kilom. (12 English miles). The station-keeper has enlarged his accommodation for travellers. A small steamer plies on the lake during the summer months. COOK'S posting tickets are also available for the steamer. From this station the road to *Förde* in *Bredheim* branches off, but is now seldom used, as this route has been replaced by the present one, and the stations are squalid and dirty. The road leads along the north bank of the lake, over which a charming view may be enjoyed. On the left we pass *Fölster Church*, on a tiny peninsula, with its small cemetery. The station of *Aardal* has been discontinued since 1892, and superseded by the station of *Skei*. Passing some farms, beautifully situated on the slope above the road, with splendid view over the lake, on the Kjösnæsfjord, a bay on the right, the glacier *Lundebræ* may be seen running to the south. Continuing on a very good road we arrive at the fast station—

Skei, 23 kilom. (14½ English miles). This station will be found very convenient as headquarters for various excursions through the *Stardal* to the *Fösteda1sbræ* and other glaciers. A mountain route leads through the *Stardal* to Olden. A new bridle-path leads through the Gorge of Lunde to the glacier of that name and across the Jöstedalsbræ to Fjœrland. 7 to 8 hours required. A branch route leads hence to *Sandene* on the Gloppenfjord (35 kilom. = 22 English miles), passing the *Bredheimsvand*, the small *Föglevand* and *Skredevand*. This road is generally preferred, as the other road leading over the *Utviksfjeld* is very steep, and it is necessary to walk up the mountain. About

Mountain path to Stryn, up to *Grothonglien*, over *Smaaskaret* and down over the *Tonning's Sæter* in three hours.

The small steamer *Dölen*, belonging to Mr. Raftevold, and kept running on the *Hornindal* Lake (in some places over 1,500 feet deep), goes regularly during the season to *Nor*, where there is a posting road to *Nordfjordeide*, on the fjord, 9 kilom. The lake has but few tributaries, and is surrounded by lofty, forest-covered mountains. The steamer *Dölen* may be hired for private excursions.

From *Grodaas* the road ascends, following the *Hornindals* River, past a number of farmhouses, the *Dönfos* waterfalls, and the entrance to the *Hjortdal*—a fine view over the lake. The road continues through forest with a steady rise up to—

Indre Haugen, 9 kilom. (pay for 11 kilom.), 6 English miles. Guide can be had here for the ascent of *Hornindalsrokken* (5,015 feet), which appears to the left in the background of a valley. A mountain-track leads over to the *Hjörundfjord*. Surroundings very desolate. To the right the peak of *Rörhusnebba* is visible. After proceeding a short distance we cross the boundary of the county of *Romsdal*, where *Söndmöre* begins. The next station,

Kjelstali, 6 kilom., where very seldom horses are changed, is passed. On the right the ground is marshy. The road is very hilly, and crosses the river several times. The valley at last contracts to a narrow gorge. To the left opens the *Mulskreddal*. The road then winds down the mountain-side, affording a fine view over the *Sunelvsfjord*, past the church to

Hellesylt, 13 kilom. (8 English miles). Grand Hotel with posting-station, has good quarters. The steamers generally arrive in the afternoon and proceed to *Merok*, in *Geiranger*, returning early the next morning (see p. 134), when they proceed up the *Sunelvsfjord*, calling at a number of places (see p. 148), to—

Söholt, 24 English miles. Telegraph station. The bay is surrounded by fine mountains, among which the *Lifjeld*, the *Snaufjeld*, and the snow-capped *Slorhorn*, from 2,800 to 3,500 feet, are of special interest. *Söholt* offers many advantages for a prolonged stay. Excellent quarters at Rasmussen's Hotel. Salmon fishing. Boating. In August a considerable herring fishery is carried on here. A regular service of automobiles has now been established between Vestnæs and Söholt. When the regular steamer from Vestnæs does not suit, a steam launch (15 kr.) may

be ordered by wire, from the hotel at *Molde*, to meet at Vestnæs. The road gradually ascends through the Örskog valley to a barren moorland plateau. The numerous small huts, scattered all over the mountain, are hay sheds (Loer). The road then descends into the *Skorgedal*, and passes the station.

Posting Road from Söholt to Aalesund.
Flaate, 13 kilom. Splendid scenery.
Rödsæt, 13 kilom.
Aalesund, 14 kilom. All these stations are "slow," and have no accommodation.

Ellingsgaard, 15 kilom. No accommodation. Horses rarely changed here. Skirting the *Tresfjord* and passing several farms we arrive at—

Vestnæs, 11 kilom. The terminus of the Vadheim-Vestnæs route, on the *Moldefjord*. Mr. R. Stockkeland keeps the posting station close to the hotel. Steamers to Molde almost every day, and to Næs (Romsdal) five times a week (see *Norges Communicationer*). Vestnæs is a very pleasantly situated village. Very fair quarters.

A regular motor service has been established between Vestnæs and Söholt.

ROUTE X.

Steamers of the Söndmöre SS. Co. from Aalesund to Indre Söndmöre, to Söholt, Hellesylt, and Merok, on the Geirangerfjord.

Aalesund—a prosperous town with 14,000 inhabitants—is the centre of the large fish trade of *Söndmöre*. The town was founded in 1824, was made a market town in 1848, and was completely destroyed by fire in January, 1904. It has now been rebuilt. The etymology of the name Aalesund has been attributed to "Aal," eel, and "sund," sound—Eelsound, but the correct derivation is from the Norwegian name of "Ola" or "Ole," a fisherman who was the first settler and after whom the place was called "Olesund," afterwards perverted into Aalesund.

All the B. & N. coasting and North Cape steamers, and also the Wilson steamers from Hull, call here, and when they do not go inside the mole they lie at a buoy outside.

The principal part of the town, with the business quarter, is on *Norvöen*, the church on *Aspöen*, and many

of the smaller private houses on *Kipperviken*, near which, to the east, rises *Axla*, a peculiar hat-shaped mountain, to the summit of which leads a path past the waterworks. There is a fine view from this point over the town and harbour, extending to the islands and the snow-covered peaks of *Söndmöre*. In the centre of the town there is a hill called *Lihaugen*.

The local steamers also run to *Molde* in four to five hours.

From *Aalesund* to *Hellesylt*, 82 kilom., in eleven hours. The steamer passes out of the harbour with *Valderhaug* on the right, and afterwards the island of *Giske*, 8 kilom. from the town, a flat island, which in the Middle Ages was the residence of a famous chief of that name. Passing *Godö*, round *Tuenæss*, to the left, we get into the mouth of the *Storfjord*, between *Hareidland* and *Sulö*. Turning around *Ellen*, the point of *Sulö*, a view is obtained over *Hareidland* to the right, with the small bay of *Liavaag*, the *Hjörungavaag* of history, where Earl Haakon of Ladé vanquished the *Jomsvikings* in 986 A.D. To the south opens a glorious view. The outlines of the mountains are very bold. The peculiar gap of *Marstadkloven* is worthy of notice. Continuing on the *Storfjord* towards the east, along the shore of *Sulö*, with *Barstadvik* and *Festönæs* to the right, where the very picturesque and grand *Hjörundfjord* flows due south, we catch a momentary glimpse of the peaks *Standalshorn*, *Fagla*, and *Hornindals-rokken*. Opposite the *Hjörundfjord*, to the left, is the entrance to *Vegsund*, a narrow sound between the islands of *Sulö* and *Oksenö*.

The steamers from Aalesund gain one hour by coming this way, crossing the *Aspöfjord* and *Borgundfjord*, but as there are many shoals and sandbanks, this course can only be taken at high water, and is not so interesting as the above route around the other side of *Sulö*.

Crossing the *Storfjord*, in two and a half hours we reach the next stopping-place,

Aure, in *Sökelven*, half-way up the very narrow fjord to the south, surrounded by high peaks and glaciers. From this place the steamer retraces her course out of the Sökelvenfjord, turning to the right into the Storfjord, again crosses over to the north bank, along which we proceed for three and a half hours, to the next station.

Langskibsö, where close to the water, along a forest-covered slope, runs the posting road from *Söholt* to *Aalesund*.

The steamer steers along the shore, and, after four hours, approaches *Örskog*, and enters the beautiful bay on which lies *Söholt*. (For overland route to Vestnæs, see p. 131.) Sometimes calling at *Andam* or *Vavvik*, close to *Söholt*, and connected with it by a good road, we continue on the Storfjord, which is now called the *Skotsfjord*. To the right we notice the mountain called *Skotshalsen*, with the high-lying farm called Skottet. After a run of five hours the steamer turns a point on the east side, and enters into an inlet or small branch fjord, arriving at—

Stordalen, from which we return, and doubling *Stordalsholmen* we go into the *Strandefjord*. To the right we see grand mountains, and snow-covered peaks in the background. To the left we catch a glimpse of the *Dalsfjord*, and after another hour we arrive at—

Stranden, with the church and parsonage amidst beautiful surroundings. The continuation of the fjord to the north-east is now called *Norddalsfjord*. Passing *Ytredal* and *Relling* on the south side, behind which the tops of the *Geiranger Mountains* are visible, and keeping on the north side, we get a good view of *Mount Syltenakken*, with the peculiar vein of quartz called in the legends of the people "St. Olaf's Worm." Passing the farms of *Linge* and *Muri*, we come in sight of *Sylte Chapel*, with *Mount Krosbrækken* behind it, and in one hour and a quarter we stop at—

Sylte, and by a good road proceed through the *Valdal* and over the *Slegafjeld* to the *Romsdal* (see map).

The south-east extension of the fjord is called the *Tafjord*, not often visited by steamers, and consequently rarely frequented by tourists. Row-boats and guides may be had at *Sylte* or *Relling*, seven to eight English miles, and a mountain path may be taken from the head of the fjord along the *Bödalselv*, and towards the east along the *River Ulvaa* to *Stufloten* in the *Gudbrandsdal*. Above the village of *Tafjord* there is an iron mine belonging to an English company. There are fine waterfalls on both sides of the fjord.

After calling at *Relling* and *Ytredal*, on the south side of the *Norddalsfjord*, whence there is a mountain path to *Merok* in *Geiranger*, we turn the point of *Skredsnakken* and

enter the *Sunelvsfjord*, extending to the south. Several farms are passed. About half-way down the fjord is *Aakenæs*, with more farms, after which we come to *Lundenæs*, where the *Geirangerfjord* branches off to the left. Before entering this fjord the steamer generally calls at *Hellesylt* (see p. 130). A motor boat belonging to the station-keeper at Hellesylt runs to *Merok* twice every day, leaving 8.15 a.m. and 3 p.m. From Merok 11 a.m. and 5 p.m., and may be hired for special excursions.

The *Geirangerfjord* is the most interesting fjord in *Söndmöre*, and has by many travellers been declared to be equal in grandeur and beauty to the *Næröfjord* and the *Lyngenfjord* in Nordland. It is difficult to say which of these fjords is the grandest. As soon as the steamer enters the *Geirangerfjord*, the farm of *Madvik* is seen to the left, and all along, on both sides, appear small patches of green fields and cultivated ground high up above the fjord, with farmhouses in places apparently inaccessible.

The people are well-to-do. The chief industry of the district is cattle-breeding. In the winter great destruction is caused by avalanches. The captains of the tourist steamers can generally tell some good anecdotes and yarns about the adventures of tax-collectors and summons-officers, and the immunity with which they may be defied by a refractory delinquent, and about a variety of amusing incidents connected with the necessity of tethering the cattle and children, or the serio-comic intermezzos at a wedding or a funeral feast.

To the right is the *Stabursfond* glacier and the peak *Nokkeneb*, together with the *Lysurneb*, a pointed mountain; while, to the left, colossal masses of *Langflaafjeld* tower above the fjord. Further on the waterfalls of the *Seven Sisters*, or, as they are called by the people themselves, *Knivflaafossene*, after the farm of that name. These falls vary considerably in volume of water and the number of the separate falls into which they are divided. On the other side is the fall of *Skageflaa*, on the farm of the same name.

After a run of two hours and a half from the entrance to the fjord, we arrive at—

Merok, *Meraak*, *Marak*, or *Mæraak*, a scattered village, with a posting station and several hotels. The new road

to the *Gudbrausdal* leads from the landing-place in numerous windings up the mountain. Cook's Excursion Tickets provide a drive to *Knuden*, the loop, or to *Blaafjeld*, three to four hours, or to Djupvashytten—deep water châlet—on the summit. A walk may be taken to the *Storsæterfos*, 2,000 feet; a stiff climb; guide necessary (fee, 2 kr.). From *Storöira* above *Merok* there is also a fine view. About 4 kilom. from *Merok* is the gorge of *Flydalsjuvet*, also deserving a visit.

The steamer returns the same way to Aalesund. By row-boat it takes three to four hours to Hellesylt.

From **Hellesylt**, a very picturesque route leads through the *Nebbedal* and *Norangsdal* to *Öie*, on the *Hjörundfjord* (24 kilom. = 15 English miles), whence Aalesund may be reached by steamer in three to four hours.

On the opposite bank lies **Sæbö**. The steamboat pier is at Store Standal, to which row-boat, 5 English miles, must be taken. The road leads up the Standal to *Standalseid*, whence splendid view past the farm of *Kjölaas*, and through the *North Vartdal*, keeping in view of the grand peak of *Kjölaastind* (ascended by Mr. Slingsby in 1876), 4,708 ft., then through the *Follesladdal*, and the charming *Örstendal* to **Örstenvik**, past the farm of Aam, a drive of about 3½ hours. Another road leads through the *Boudal* to—

Volden, in Outer-Söndmöre, where the large mail steamers of the *Bergenske* and *Nordenfjeldske Steamship Companies* call. Good fishing, salmon and trout. Several local steamers. Distance from Orstenvik to Volden, 11½ kilom. = 7 English miles. The road from *Volden* joins the road from *Orstenvik* at the farm of *Braatesæt*, passing *Vatne* (13 kilom.) and *Rise* (14 kilom.), pay for 19 (in reverse direction, 20), to **Sæbö** (2 kilom.). Boat to *Oie* (10 kilom.).

ROUTE XI.

From Molde to Næs (Romsdal) by Steamer
(In five hours).

Molde has many advantages as a resort for tourists. There are excellent hotels, and the beautiful environs offer great inducements for a prolonged stay. A small steamer and two steam launches may be hired for excursions on the *Moldefjord* and *Romsdalsfjord*. A motor car service is maintained between *Molde* and *Bulten fjordsören*. All the B. & N. regular mail steamers and a number of coasting and local steamers from all parts call at Molde. For Trondhjem and Bergen, every day; for Vestnæs, six times a week; for Næs (Romsdal), six times a week. (For hours of departure and arrival, see *Norges Communicationer*, and Cook's Continental Time Tables.)

Molde is the natural terminus for the Overland Routes to Trondhjem *viâ Sundalsören* and *Aune-Stören* (see p. 177),

or through the *Romsdal viâ Domaas* and *Slören* (see p. 184), to *Otta* and *Christiania*, through the *Romsdal* and *Gudbrandsdal* (see p. 180), and to *Bergen* through *Nordfjord* and Söndfjord (see p. 126).

Leaving *Molde*, the steamers cross the *Moldefjord* in one hour to *Vestnæs* (see p. 131), where the finest of all its branches, the *Tresfjord*, goes down to the south. We now enter the *Romsdalsfjord*. Sometimes the steamer calls at *Vestad* on the island of *Sekken*, where King *Haakon Herdebred* fell, 1162 A.D.

The scenery becomes more imposing, and presents a grand prospect of the lofty peaks of the *Romsdal*. After calling at *Vaage*, pleasantly situated, the peninsula of Oxen is skirted, and passing *Nordvik*, we arrive at—

Vold, beautifully situated at the entrance of a valley with fine mountains and glaciers in the background. The steamers do not always stop here, but proceed to *Indfjorden*, with the mighty mountains of *Isterdalen* to the north. After passing a couple of stopping-places more, we arrive at *Veblungsnæs*, on the Isfjord, a branch of the Romsdalsfjord, which was formerly the starting-point for the *Romsdal*, but has been abandoned for the superior advantages offered in the way of hotel accommodation and conveyances at—

Næs, or *Aandalsnæs*, as it is generally called in the time-tables of the Fjord steamers, on the opposite side of the river *Rauma*, which falls into the fjord here. Sometimes the steamer now calls first at Næs. The terminus of this route is *Sten* on the *Isfjord*.

For Tours and Excursions from **Næs** (Romsdal) see p. 179.

ROUTE XII.

Overland from Molde to Næs (Romsdal).

45 kilom. (28 English miles). No hotel accommodation, and poor stations. This route, although rich in splendid scenery, is so broken by fjords, on which a considerable part of the journey has to be made in row-boats, that it can only be recommended in fine weather. Time required, six to eight hours.

Leaving Molde, drive along the charming *Fanestrand*, shaded by a long alley of trees. To the left are some fine

villas belonging to rich merchants; to the right a most charming view over the *Fanefjord*, with the blue snow-crested mountain of the Romsdal in the background. The distance to—

Strande is 9 kilom. (6 English miles), after which the fjord must be crossed in a row-boat (see tariff) to—

Dværsnæs, or *Dværgenæs*, 4 kilom. (2½ English miles), and then overland on a hilly road to—

Söllenæs, 9 kilom. (6 English miles), pay for 11, thence another row-boat across the *Langfjord* to—

Alfarnæs, 4 kilom. (2½ English miles). The steamers running from Molde to *Eidsvaag* and *Vösle* call here twice a week. From this station the road at first skirts the *Rödvenfjord*, then up a hill, where a splendid view is obtained over the peaks of *Troldtinderne*, and leaving the hill of Klungenæs to the right, leads down to—

Torvik, 14 kilom. (9 English miles), where row-boat is again taken to Veblungsnæs, 4 kilom., and—

Næs or *Aandalsnæs*, in the *Romsdal*, 6 kilom. (see p. 179).

ROUTE XIII.

Along the Coast—Christiania to Trondhjem.

(A) From Christiania to Christiansand S. (B) From Christiansand to Flekkefjord Ekersund, and by rail across Jæderen to Stavanger. (C) Bergen to Aalesund and Molde. (D) Molde to Christiansund N. and Trondhjem.

(A) From Christiania to Christiansand S., 290 kilom. = 181 English miles, 13 stations, in twelve to twenty hours.

There is no part of the coast where there are so many steamers running in both directions as on this section. Besides the regular line carrying the mail belonging to the Stavanger-Arendal's and Flekkefjord's Steamship Companies, there are the Hamburg steamers of the Nordenfjeldske and Bergenske Steamship Companies, and their coast steamers (B. & N. Line), also the Wilson steamers to Hull. Fred. Olsen's line to Antwerp and Newcastle, the United Steamship Company's Steamers from Copenhagen, and a number of others. (See Cook's Continental Time Tables.)

If time is an object one of the big steamers should be chosen, as they travel much quicker. The English steamers start from the

The steamer passes—

Frederiksværn—the old naval dockyards, with dismantled fortifications. The village called *Slaværn* has about 1,200 inhabitants. Steering out into the open sea, the steamer enters the *Langesundsfjord*, with numerous rocks and islands, and, passing a lighthouse, stops at the village of—

Langesund, 141 kilom. = 88 English miles ; 1,407 inhabitants. A charming view up the *Eidangerfjord*, a branch of the *Skiensfjord*.

N.B.—Passengers for *Skien*, *Porsgrund*, *Brevik*, and *Telemarken*, change here.

After passing another short bit of open sea, we turn inside the flat island of *Jomfruland*, and arrive at the boundary town between eastern and western Norway.

Krageröe, 153 kilom. = 96 English miles ; 5,220 inhabitants. The town is prettily situated among rocky surroundings, with fine wooded hills in the background.

A little to the west the *Kilefjord* runs inland, into which the *Kammerfos* River (15 kilom.), coming from the valley of *Drangedal*, empties itself.

After some more open sea we arrive at—

Risör, 178 kilom. = 111 English miles, also called *Österrisör* (4,152 inhabitants), an important shipping place, sheltered by a number of low islands.

Further on to the left we pass the port of *Lyngör*, where, on July 6. 1812, the Norwegian frigate *Najaden*, 42 guns, was destroyed by the English man-o'-war *Dictator*, 62 guns. A memorial column has been erected at *Lyngör*. A quarter of an hour from Haven or Boröen, the next stopping-place, is the small town of *Tvedestrand*, 1,706 inhabitants, reached by a local steamer, which also runs to *Arendal*.

The next station is—

Arendal, 223 kilom. = 138 English miles, with 11,370 inhabitants ; an important shipbuilding place, and especially celebrated for its boats. Like all the other towns along this part, *Arendal* has grown into importance during the nineteenth century. The situation is picturesque, among rocks and on islands. The river Nid (salmon fishing) is navigable by small steamers for 12 kilom. Near the last stopping-place, *Helle*, is the large waterfall, *Rygendefos*. There are also some ironworks in the neighbourhood. 22 kilom. = 14 English miles from *Arendal* lies *Grimstad*, another shipbuilding place.

The steamer continues its course along a monotonous and barren coast, fringed with rocky islands and intersected by inlets and bays, where we catch glimpses of an occasional small patch of green vegetation, with a fisherman's neat little cottage among the rocks and boulders. Passing the lighthouse *Hombergsund*, we enter a winding strait, among numerous islands, to—

Lillesand, 260 kilom. = 160 English miles, with 1,351 inhabitants. After leaving this place we pass the lights of *Oksö*, with the semaphore signal station, and *Otterö*, then round the fortress, and arrive at *Christiansand S.*[1]

Christiansand S. and Environs.

The steamers lie at the pier, where they remain a sufficient length of time to enable the passengers to take a walk about the town. The *Wilson* steamers from Hull arrive about 7 o clock in the evening, on Sundays proceeding to Christiania. On the homeward journey from Christiania they leave at midnight. Most of the mail and passenger steamers now arrive at Christiansand in the afternoon and evening.

Baths.—Sea baths on the island of *Otterö*, at the east end of the *Strandgade*, connected with the mainland by a bridge. Warm and shower baths near the church adjoining the park. Reserved for ladies from 10 to 12 a.m. Price for each bath, 40 to 60 öre.

Post and *Telegraph Office*, corner of Markensgaden and Raadhusgaden.

British Vice-Consul.—Mr. Reinhardt.

Christiansands Husflidsforening (the Christiansand Association for Domestic Industries), corner of Markens and Taldbodgaden. Exhibition of all kinds of Norwegian work. Admission free (see Advertisement.)

Steamers.—To Christiania, Stavanger and Bergen, every day. To Tromsö, three times a week. To Hammerfest and the North Cape, Vardö, and Vadsö, weekly. To Frederikshavn, in Denmark, daily. To Gothenburg, fortnightly. To Copenhagen, weekly. To Hamburg twice a week. To Hull, weekly. To Leith and Amsterdam, fortnightly. To Havre, fortnightly. To Grangemouth, weekly. (See COOK'S Continental Time-Tables and *Norges Communicationer.*)

Christiansand, the sixth largest town in Norway (15,373 inhabitants), was founded in 1641 by Christian IV., during the Danish supremacy, and was almost entirely destroyed by a fire in 1892. It is the seat of a bishop, and an important junction for many lines of steamers (see above). The town is beautifully laid out with broad and regular streets. The fine new cathedral, rebuilt in 1880, is in the

[1] The letter S. placed after *Christiansand* is intended to avoid its being mistaken for *Christiansund*, which is distinguished by putting N. after it, indicating its northern latitude.

centre of the town, surrounded by pleasant gardens and promenades.

Excursions in the Environs.—The districts around Christiansand have been comparatively little explored by tourists, and almost untouched by the great stream of travellers from England and the Continent, and yet the *Sætersdal* offers peculiar attractions to those who are desirous of seeing the primitive people of this secluded valley. The *Sætersdal* extends about 150 English miles to the north, and is watered by the river *Otteraa*, which falls into the sea at Christiansand. There are regular posting stations at the usual intervals, but these are almost abandoned during the summer, as everybody is away up in the mountains with the cattle. Neither is this part of the country devoid of beautiful scenery; there are, however, now several new hotels, but the traveller who would visit the *Sætersdal* must prepare to "rough it" to some extent. *Breive*, or *Breivik*, a lonely farm at the head of the valley, may be reached in five days. Thence a fatiguing mountain path leads to *Roaldkvam*, on *Lake Suldal* (see p. 116). A short excursion up the valley from Christiansand and back may, however, be recommended.

Ravndal and *Ravnchei*, a pleasure resort with a restaurant, a lake, and a fine view, is about twenty minutes from the hotels.

The *Island of Ottero*, with sea baths and pleasant walks. An excursion will occupy a couple of hours there and back.

Special attention is called to the "Skjœrgaard" where a new seaside hotel has been opened on *Flekkerö*.

The Christiansand-Byglandsfjord Railway.

This line was completed in 1896 to Byglandsfjord (78 kilom. = 49 English miles). There are fifteen stations, and the trains take 3½ hours. Near the station of Bygland is the sanatorium called *Sætersdalens Sommerhjem*.

Posting Road from Christiansand to Ekersund.—Good, but hilly road, 200 kilom., or 125 English miles, with fast stations, occupying three to four days, while the steamers do it in twelve to fifteen hours.

(B) From Christiansand to Flekkefjord, and by Rail to Stavanger.

The actual distance from Christiansand to Stavanger is 136 English miles (31 Norwegian nautical miles, or 219

kilom.), but the course of most steamers is much longer, taking from twelve to fifteen hours. There is very little of interest to be noted on this part of the coast, which can be seen only as an indistinct outline from the big steamers. The smaller steamers go much nearer land, and call at a number of places, but are a great deal slower. The barren and rocky coast-line is occasionally broken by valleys, enlivened by small and unimportant fishing villages, the chief trade of which consists in shipping live lobsters and salted mackerel to England, or the export of ore brought down from the interior, where there are several mines worked by English companies. The interior is a trackless wilderness, with extensive table-lands, where nothing grows except lichens and some dwarfed shrubs of birch, alder, and hazel. The only human beings who can gain a living in this desolate region are the Lapps, who scour the mountains with their reindeer herds, living in constant warfare with the bears and gluttons, which are very numerous.

The first stopping-place is—

Mandal, 32 kilom. = 20 English miles, at the mouth of the Mandal River; 3,795 inhabitants; the most southerly town in Norway. After leaving Mandal, **Cape Lindesnæs**, the most southerly point of Norway, is passed. The sea is always very rough here, and big breakers beat around the lighthouse on the Cape, which forms a peninsula connected with the mainland by a low neck. The next stopping-place is—

Farsund, 89 kilom. = 56 English miles; 1,836 inhabitants; prettily situated on the *Lyngdalsfjord*.

Skirting the monotonous and exposed coast of Listerland, with the lighthouse of Gunnarshoug, we turn into the Listerfjord, lighthouse of Varnæs to the right, after which turn to the left into the Stolsfjord, at the head of which lies—

Flekkefjord, 133 kilom. = 83 English miles; 2,072 inhabitants; beautifully situated. As the coast is entirely open and unprotected around Jæderen, most people prefer to escape sea-sickness by taking the train from *Flekkefjord* to *Stavanger*.

The Flekkefjord-Ekersund and Jæder Railway.

This railway, which was built in 1878, from Stavanger to Ekersund or Egersund, was carried forward to its present

eastern terminus at Flekkefjord in 1904. The length of the entire line from Flekkefjord to Stavanger is about 150 kilometers, or nearly 94 miles. It is the intention that this railway will some time in future form a link in the projected West Coast Railway of Norway.

From Flekkefjord the railway runs, immediately after leaving the station, through a tunnel about 1,400 feet long, called the Troeddals Tunnel, after which it passes through a series of tunnels, closely following each other along the eastern bank of the *Grisefjord* until it reaches the canal at *Loge*, across which it is carried on a bridge about 80 feet long, rising through a hilly country along the western bank of the Loge Lake, passing through a series of tunnels, the last of which under *Flikeidet* is the longest, being about 2,600 feet long. After passing *Flikeid* station the railway descends along the eastern bank of the *Lunde* Lake, large sections of the line being laid through tunnels, and passing *Sirnes* station, it crosses the river *Sira* by a bridge about 300 feet long, and proceeds through grand mountain scenery, continuing along the eastern bank of Lake *Lunde* to *Tronviken*, whence it leads across lighter ground past *Moi* station, crossing the river of the same name by a bridge about 150 feet long at the farm of *Haukland*, along sloping ground up the *Osen* hills up to the farm of *Skjæggestad*, where the railway turns towards the west into the *Drangsdal*, a wild and grand district through which the line is carried through tunnels, deep cuttings, and along embankments of solid masonry. From the watershed at *Lake Mona* the railway descends over lighter ground towards *Liknings Tarn*, which is passed on the south side, continuing through the *Drangsdal*, and turning into the *Heskestad* valley towards the north up *Heskestad* station. From this point the line ascends north of *Eidsgaardene*, and crossing a bridge over the Eids River it continues along the slopes, above the main road, up towards the mountains around the northern end of the *Heskestad Lake*, where it passes through a tunnel 368 feet long, out of which it emerges into the upper valley near the farm of Rotten in Heskestad. Further on the railway passes the farms of *Skjerpe*, about half-way up the valley on the east side of the main road, over fairly light ground to—

Meland station. Proceeding towards *Bilstad*, along an

embankment over the southern arm of Lake *Bilstad*, the railway reaches its highest elevation at the farms of *Bilstad*, 635 feet above the sea. The line then crosses three islands in the *Texe* River, and runs through a mountainous part on the south side of the valley, through several tunnels, until it reaches the bottom of *Helleland* valley near the farm of *Berge*, and then proceeding over cultivated land and gravel banks along the east side of the *Helleland* River to—

Helleland station, 58 kilom., continuing along the river past several farms, through a tunnel, and over a bridge to—

Klungland stopping-place, 63 kilom., the line crosses the *Lomeland* bog, passing a number of farms through cultivated land, and turning west towards the *Eids* River, where it joins the Jæder railway, 72 kilom. from Flekkefjord and 75 kilom. from Stavanger.

Ekersund or *Egersund*, 74 kilom. 3,222 inhabitants, a very interesting town, and a favourite place for artists, who make it their headquarters for studies of the peculiar and unique scenery of the peninsula of Jæderen. A visit to the "Fayance-Fabrik" (porcelain works) is recommended.

The railway now follows the pretty *Ganddal*, with richer vegetation, on to the *Gandsfjord*, with the small seaport—

Sandnæs, 135 kilom., a straggling village with 2,644 inhabitants. Skirting the steep banks of the fjord, we next arrive at—

Hinna, 143 kilom., and passing a number of villas, reach—

Stavanger, 150 kilom. (see p. 72). The railway station is on Lake *Bredevand*, facing the Cathedral. The street to the right leads to the Holmen Quay, where the steamers land passengers on the east side of the bay.

There is also a posting route over Jæderen, 61 kilom., seldom used.

The steamer takes about eight hours from Flekkefjord and about five hours from Ekersund to Stavanger, or longer when the weather is rough.

From Stavanger to Bergen by steamer (p. 77).

(c) From Bergen to Aalesund and Molde by Steamer.

This section of the coast has already been described in a general way in Route VIII. (see p. 119); but as this route differs considerably from that of the regular Mail steamers, Tourist steamers, and the Newcastle steamers of **The Wilson Line** from Hull, and of the two Norwegian Companies, **The B. & N. Line**, it will be necessary to give special attention to the routes of the two first-mentioned lines. The last, viz., the Newcastle line, has from the beginning of the summer season, 1891, inaugurated a yachting cruise in connection with the regular services from Newcastle to Bergen and Trondhjem, visiting the chief fjords in Western Norway. These steamers, the *Irma*, the *Haakon VII.*, and the *Mira*, were built for the mail and passenger service between Norway and England, and fitted with all modern improvements. The *Irma* and *Kong Haakon VII.* are the latest additions to the fleet of Norwegian Tourist steamers. These steamers leave Newcastle-on-Tyne every Tuesday, at midnight, from end of May to September 1st, making the entire tour in twelve days. On Thursdays and Saturdays the *Hera* and the *Venus* leave Newcastle (Albert Edward Dock), at midnight, for Stavanger and Bergen. These services are maintained the whole year for the royal mails. (See Programme, which may be obtained at any of the offices of THOS. COOK & SON.)

From the beginning of the season 1910 the *Wilson Line* have run their splendid steamers, the *Oslo* and the *Aaro*, from Hull to Stavanger, Bergen, Aalesund, Christiansund N. and Trondhjem, leaving Hull every Thursday at 6.30 p.m., arriving Bergen at 2 p.m., Saturday, and leaving at midnight, calling at Aalesund at noon, Sunday, and at Christiansund at 7 p.m., leaving at 11 p.m., and arriving at Trondhjem at 7 a.m. Monday. These steamers are the largest and fastest regular passenger steamers plying between England and Western Norway.

From *Bergen* to *Aalesund*, 312 kilom. (42 Norwegian sea miles), in twenty-four hours. *Aalesund* to *Molde* (66 kilom.) in five hours. Sections of this route may be taken in connection with the Nordfjord and Söndfjord routes (see p. 119).

The big coast steamers do not go into the inner fjords,

but keep more to the outside reefs; still they always keep inside the larger islands, such as Kinn (see p. 120), Åralden and Batalden.

The first stopping-place is—

Florö, 156 kilom., after which the routes differ. After passing *Sladl*, the Tourist steamers sometimes keep on the outside of the large islands of Söndmöre, *Gurskö* and *Harcidland* (see p. 129), and on the inside of the *Rundö*. The Mail steamers call at five places between *Florö* and *Aalesund*, of which the first is *Moldöen* (see p. 120), 50 kilom. (31 English miles) from Florö. Telegraph station on the island of *Sæternæs* opposite. To the east is the entrance of the *Nordfjord*, one of the finest fjords of Norway.

Leaving Moldöen, the steamers pass up the narrow *Ulvesund*, between the island of Vaagsö and the mainland, running between the islands of Silden (see p. 104) and *Barmö*, and past the island of *Selje*, along the promontory of *Stadtland*, where the *Sildegabet* constitutes one of the roughest and most dangerous parts of the Norwegian coast; doubling the promontory of Stadt, we pass the boundary of *Söndmöre*. *Vanelvsgabet*, another piece of open sea, has to be traversed, and then we pass the island of *Sandö*, with the famous *Dolsten Cave*, over 200 feet above the sea. This cave, about which there existed the most wonderful stories among the fishermen, has lately been fully explored, and found to extend a considerable distance into the mountain. It affords capital shelter for the herds of sheep and goats belonging to the fishermen living on the islands. The popular tradition is that it is the entrance to a submarine passage, terminating on the Orkney Islands. In the *Orkneyinga Saga* mention is made of a visit to Dolsten Cave by Kale Kolsson, afterwards known as Ragnvald, Earl of Orkney, who went there in search of a treasure supposed to have been hidden in the cave.

The Mail steamers pass *Larsnæs*, on the island of Gurskö, calling at—

Volden, very beautifully situated. (For Overland route to Hellesylt, see p. 135).

The Voldenfjord terminates in the *Ostenfjord*, at the head of which lies *Förde*. (Small salmon river.)

The Mail steamers then retrace their course out of the

magnificent. A new and well-built road runs across the mountain to *Balufjord*. At *Balufjordsoren* an excursion steamer will be found ready to start for *Kristiansund, N.*, which is reached at 8 p.m. Dinner is served at Grand Hotel. At 11 p.m. the cruising steamer arrives and the party rejoins the ship.

(D) From Molde to Christiansund, N. and Trondhjem.

From *Molde* the regular route of the steamers is continued northward, first inside the large islands of *Oterö*, *Akerö* (to the left), and around the low headland of *Bud*, across *Buddybel;* we here enter another of the open places on the Norwegian coast, called *Husladviken*, where there is generally a rough sea. At the light of *Kvitholmen* we pass the boundary line between the *Romsdal* and *Nordmöre*, marked by a colossal boundary stone on the promontory of *Slemsheslen*. To the left is the fishing station, *Grip*, on a cluster of small islands.

The next stopping-place is—

Christiansund, *N.* (see footnote on p. 141), 89 kilom. from Molde, 13,085 inhabitants. Several hotels. The surroundings are barren and wild. The town is built on three islands, *Kirkelandet*, *Nordlandet*, and *Indlandet*. On another small island, called *Skorpen*, is the drying-place for fish, which is exported in great quantities to Spain and Italy, several steamers constantly running in this trade. A considerable trade is also carried on in tinned fish to all parts of the world, cod-liver oil, salmon, and lobsters, to Germany and England.

Christiansund is the starting-point of a number of excursions in the fjords of *Nordmöre*.

A steamer leaves three times a week, Monday noon, Thursday at 8 a.m., and Saturday at 7.30 p.m., for *Eidsören* and *Sundalsören*, in connection with the overland route to *Aune* and *Stören-Trondhjem;* time occupied, about six hours to the former and about eight hours to the latter place. Cook's tickets for coach-masters, carriages (*Kalesjevogn*) for one, two, three, or four persons issued for this route.

Another steamer runs to *Surendalsören* (not to be confounded with the above), Tuesdays and Fridays from Christiansund at 8 a.m., and on Wednesday at 7.30 p.m., in seven hours, whence also a posting route leads to Trondhjem through the *Örkedal*. Seldom traversed by tourists.

Other steamers ply regularly between Christiansund and the *Vinjefjord* twice a week (six hours), and to *Kornstad* (in four hours),

returning the same day, and afford pleasant opportunities for excursions.

An overland posting route leads from *Battenfjordsören*, reached by boat, to Molde, by which the rough passage across *Hustadviken* is avoided. Automobile service established on this route. The steamers *Statsraad*, *Riddervold*, and *Hankö*, run daily from Christiansund to Battenfjordsören in two and a quarter hours, whence the distance to Molde is 30 kilom. in about one and a half hours, by automobile.

The course of the steamer from Christiansund is well protected—a fringe of reefs and islands forming a natural breakwater against the waves of the Atlantic, over which an unimpeded view opens at Gripshölen. To the right, between the islands of *Justerö* and *Stabben*, 3,000 feet high, the snow-covered mountains of *Inner Nordmöre* are seen. The stations of *Edö* and *Havnen*, on Hitteren, the second largest island on the coast of Norway, are passed.

Proceed on the Trondhjemsfjord along the monotonous shore of *Örlandet*, past the old manor of *Österaat*, with its massive towers—the property of the late Mr. Heftye, a retired officer from Christiania. An effort was made to secure this historic mansion for the public, but it has now been acquired by a farmer. To the left is the entrance to the Skörnenfjord. On the right we have the light of *Agdenæs*, to the left *Brettingnæs*, with batteries of the new defences. The next place of call is—

Selven, which is an important station, being the junction of the Mail steamers from the south and north. Continuing along a barren shore, with monotonous and low rocks for a short distance, crossing to the north shore, where is found more fertile country. On an eminence are seen the large wooden buildings of *Reinskloster*, surrounded by a pleasant park. The rocks along the shore are covered with forest, and intersected by smiling valleys. The steamer passes the last station—

Rödbjerget, on an extended tongue of land with the well-cultivated district of *Statsbygden* and its numerous farm-houses above. Here we have the first view of *Trondhjem*, partly hidden by the surrounding mountains. Passing the works of Trolla with biological station and *Bynæsset*, on past the fortress of *Munkholmen*, and turn to the right into the mouth of *Nidelven* (the river Nid), the harbour of—

Trondhjem, 594 kilom. from Bergen. The time occupied on this journey is about thirty-five hours by the direct steamers; forty-eight hours by the regular Mail steamers;

and four days and five nights by the Newcastle steamers (the latter returning direct in the regular mail route). The B. & N. Tourist steamers from Newcastle correspond with the North Cape steamers at Trondhjem on Thursdays, while the Hamburg steamer, the Hull steamers, and the Mail steamers from Bergen correspond with the Tuesday's steamers to the North Cape. The Wilson steamers leaving Bergen Saturday 4. p.m. arrive in Trondhjem Monday morning at 7 o'clock.

Local steamers (see *Norges Communicationer* and Cook's Continental Time Tables).

Trondhjem.

Landing and Departure.—All the regular passenger steamers and the North Cape steamers lie in *Nidelven*, which is the harbour of Trondhjem. It is, however, rather narrow, therefore the big English and German yachting steamers anchor in the bay of *Ilsviken*, where they have to land their passengers in boats and steam launches, while the first-mentioned steamers lie at the pier of *Bratören*, in the mouth of the river. The passengers of the Norwegian Tourist steamers are accommodated at the hotels during their stay at Trondhjem. The Wilson steamers lie at the Railway Quay close by.

Cook's Interpreter is present on the arrival of all the principal steamers and trains, and is at the disposal of all holding Cook's tickets.

Cook's Office corner Nordre and Olaf Trygvessön's Gade.

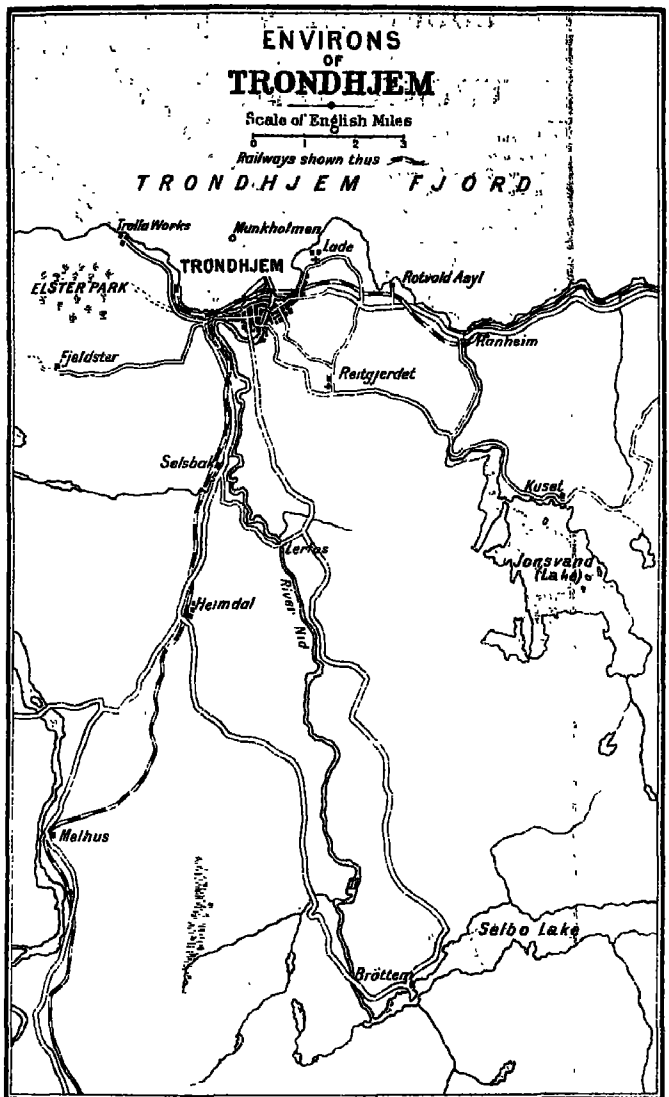
Licensed Porters (*Bybud*, in large letters on their caps) always on Quay. The distance to the hotels is so short that it is only a pleasant little walk. Hotel omnibuses and drosches always on the pier on arrival of the steamers.

Places of Interest in Town.—*Domkirken* (the Cathedral), open from 12 to 1.30 and 6 p.m. to 7.30 p.m. The collections of "*Videnskabernes Selskab*" (the Society of Sciences) from 12 to 2 o'clock on Wednesdays and Sundays. The Fortress of Munkholmen, reached by motor-boat from *Ravnkloen;* every half-hour. *Nordenfjeldske Museum of Arts and Industries:* corner of Söndre and Dronningen's Gade. *The Masonic Lodge:* Tordenskjold's Park. *The Fisheries Museum* in the Savings' Bank, Kongen's Gade 4, opposite the Masonic Lodge.

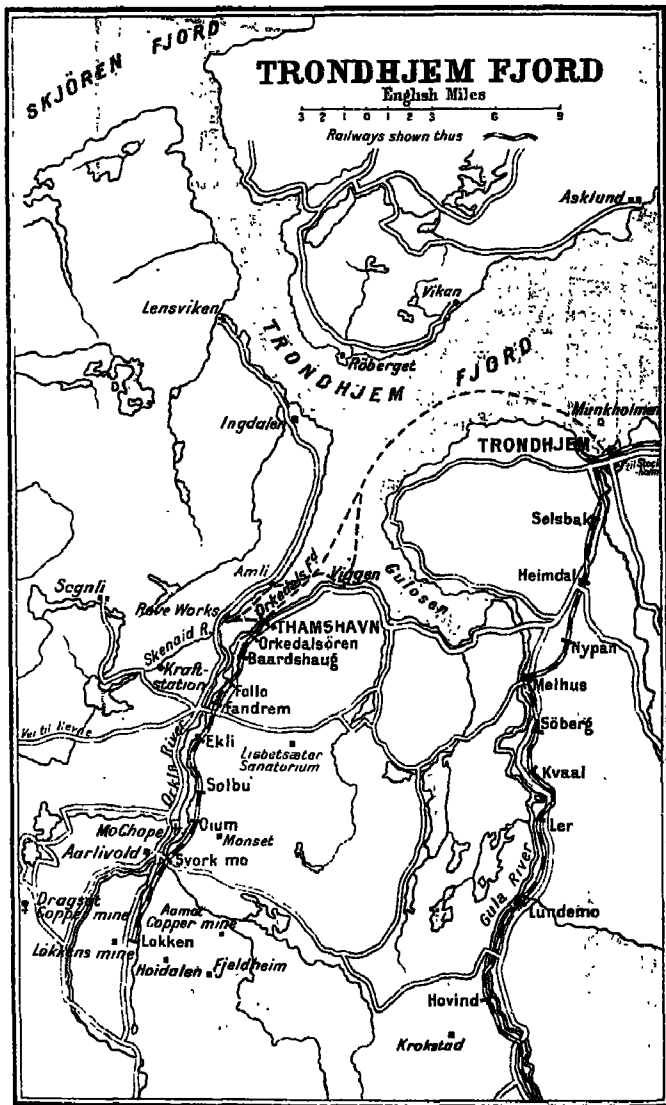
Places of Amusement.—*Hjorten*, garden-restaurant, with *al fresco* concerts, bowling alley, &c., on Ilevolden, twenty minutes' walk from hotels. Electric trams. Cab, 65 öre for one, and 85 öre for two persons; after 11 p.m. double fare. A fine view from *Christiansten*, a dismantled fort on the other side of the river. A pleasure park is now being laid out around the old fortress.

Norsk Husflids Venner, Nordre Gade 14 (Friends of Norwegian Domestic Industries). Exhibition of all kinds of Norwegian articles. Admission free (see Advertisement).

Shops.—Specially noted among the articles of Trondhjem are the very excellent furs and silver repoussé ornaments. The principal shops are in Olaf Trygvessön's Gade and in Nordre Gade (see Advertisements).



W. & A. K. Johnston, Limited, Edinburgh & London



W. & A. K. Johnston, Limited, Edinburgh & London.

Telegraph and Telephone Office opposite *Frue Kirke*, the big white church at the head of *Nordre Gade*. The new Post Office building opposite the Hôtel Britannia in Dronningens Gade.

Banks.—The Bank of Norway, Nordenfjeldske Kredit Bank. Privatbanken.

Consuls.—British: Mr. Francis Kjeldsberg. United States: Mr. Claus Berg.

English Church, in the Thomas Angell's Hus, in front of the Cathedral, from 11 to 12 in the morning, and sometimes also evening services.

Catholic Church at Ihlen, and in Elgesœter Gade.

Drives and Excursions.—To the waterfalls of *Store* and *Lille Lerfossen* in about two hours and a half. Distance, 4 kilom. = 5 English miles. Refreshments, luncheons and dinners are served at moderate prices. This excursion can also be made by train to *Selsbak* station, whence a walk of about 25 minutes to the châlet (*Fossestuen*). Return fare, 50 öre. The dining-room is capable of seating eighty persons comfortably, besides which there are large verandahs overlooking the falls. A good footpath leads through woods to the upper falls. The excursion to Lerfossen is generally included in the drive to Fjeldsæter. Since the electric power station has been established, the falls have lost their beauty and are hardly worth visiting, as a full view can be had from the road to Fjeldsæter. To *Rotvold* (insane asylum) past the Leper Hospital of Reitgjerdet, about two hours. To Lake Jonsvand and back in half a day.

Fjeldsæter.—A new mountain hotel at the foot of Mount Graakallen, the highest mountain in the vicinity of Trondhjem (1,840 feet). Magnificent views over the fjord and the surrounding country to the Swedish frontier on one side, and the ocean and the snow-covered peaks of Troldheimen on the other side. A good carriage-road to the hotel. The summit of Graakallen, at the foot of which is a fine "Skistue," can easily be ascended in half an hour.

To the picturesque Lake Selbo, reached from Trondhjem in six hours. Train to *Heimdal*, where carriole must have been ordered to meet by telephone to *Espe*, the posting station (Skyds station), which is half an hour's walk from the railway station, drive to *Brötem*, in two and a half hours, and take the steamer *Telegraf* across the charming *Selbo Lake* to Fuglem. The Lake is about eighteen English miles in length. Return to Trondhjem, *viâ Kjönnaas, Karlslyst, Mustadmarken* and *Hommelviken* in five hours.

Restaurants.—Britannia Hotel, the Theatre (Grand Café), the Hotels Angleterre (City Café) and Grand, and the Masonic Lodge and *Hjorten* (see above, under "Amusements").

Local Steamboat Routes.—See routes on the Trondhjem's fjord.

Railways.—To Stören and Christiania (see p. 213); to Levanger, to *Hell, Storlien, Östersund* and *Stockholm* (see pp. 167 and 228).

Trondhjem, 63° 25′ 52″ north lat., with 40,909 inhabitants, is the largest city in so high a northerly latitude in the world. It was founded by *Olaf Trygvesson*, the first Christian King of Norway, in 996 A.D., on the site occupied by the present town, on the peninsula formed by the river

situated on the *Namsosfjord*, at the mouth of the *Namsen* River, the best salmon river in Europe. Not called at by tourist steamers. Mr. Laing, the well-known angler, caught a salmon weighing seventy-five pounds on this river. The fishing has been let to Englishmen for many years.

The fjord has two inlets, one on each side of the island of *Oterören*, of which the northern one is the most picturesque, presenting very charming forest scenery interspersed with patches of cultivated land, which is seen nowhere so near the sea farther north.

The mail steamer proceeds through the *Sörvigsund*, which presents an almost southern character, and *Rödsund*, where the rocks to the right have a red tint. The town of Namsos is hidden from view by a point of the island of Oterö, called *Mærranæs*, which is only rounded by the steamers calling at this port, the tourist steamers proceed to the island of Torge, with the interesting mountain of *Torghatten* (800 feet) at 3 o'clock in the afternoon. About half-way up, this mountain is pierced by a natural tunnel, through which daylight is visible on the other side from the steamer. The height of this tunnel varies from 60 feet to 200 feet, and it is about 400 feet long and 50 feet wide. The view from the northern opening, which resembles a grand propylon, over the sea, and the coast south of *Torge* with its belt of islands, is magnificent. Passengers are landed, and sufficient time is allowed to make a visit to *Hullet* (the hole). The ascent is somewhat rough, but not particularly difficult. Near the landing-place there is a small farmhouse.

After leaving *Torghatten*, the steamer proceeds through the *Brönösund* or *Toftsund* past numerous islands, and in full view of the lofty peaks of "*The Seven Sisters of Alstenö*" (3,000 feet), crossing the Arctic circle at the island of *Hestmandö* (Horseman), (3,750 feet), which derives its name from its resemblance to a hooded and cloaked horseman.

The Vestfjord, turning to the west and north, ends in the Ofotenfjord, which nearly cuts Norway in two at this point. The surrounding mountains are of very fine proportions. Prominent among the peaks visible in the distance is that of Sulitjelma. The new railway from Narvik, at the head of the Ofotenfjord, now enables tourists to make the North Cape tour from Stockholm to this point by rail.

Narvik[1] (4,900 inhabitants), the youngest town in Norway, lies at a creek of the Ofotenfjord, about 68½° north, and has an extensive and fine harbour, surrounded and sheltered by high and picturesque mountains.

A large export of iron-ore from the mines at Luossavaara (Norrland, Sweden) to Great Britain and the Continent now takes place over Narvik, where huge stone quays have been constructed.

As a town Narvik only dates from January 1, 1902, and it also gives the impression of having sprung up all at once. The town is almost entirely built of wood, and nestles at the foot of the *Fagernæsfjeld*, the summits of which rise to a height of from 1,200 to 1,400 metres = 3,900–4,700 feet.

A graceful, pointed mountain-top, called *Totta*, rises to the east, and to the south-east *Beisfjord* (a continuation of Narvik harbour) cuts into the land with high and precipitous mountains on each side of the fjord.

To the east of the town another fine fjord, the *Rombaksfjord*, cuts deep into the country, and along the southern shore of same the railway winds its way from Narvik, ever higher and higher into grand and wild scenery, past *Sildvik* and *Rombaksbotn* into the wild *Norddal*, which is passed on a high viaduct. This is the most interesting part of the journey. From Norddal to the Swedish frontier the railway passes through comparatively flat and barren highland territory, about 1,770 feet above the level of the sea.

The *Ofoten Railway* is the most northern railway in the world, and although the line on the Norwegian side is only 43 kilometres long, it passes through no less than nineteen tunnels cut through the solid granite rock, and is at other places built in and completely covered up to protect it from avalanches and falling stones in spring and early summer.

The climate at Narvik is generally mild, and the harbour is never covered with ice even in the severest winters.

Tourists will be surprised to see the vegetation which unfolds itself at Narvik, where the mountain slopes are completely covered with birch woods to the height of several hundred feet, and where beautiful flowers, including that most exquisite of northern plants, *Linnæa borealis*, are found in profusion.

About 10 kilometres south of Narvik lies the *Sjomenfjord*.

[1] A part of this town was destroyed by fire in January, 1904, but is now being rebuilt.

This fjord is well worth a visit, not only for its beautiful scenery, but also for its glacier, "*Frostisen.*"

However, unless tourists have good time, it is no use to think of visiting *Sjomen*, as the railway journey from Narvik to *Riksgränsen* (the frontier) always will be the chief attraction of the place.

There are three hotels at Narvik, the Grand Hotel, "The Phœnix," and the Hotel Heurlin.

After crossing the Vestfjord on the second day and passing through the *Lofoten Islands*, we reach *Henningsvær*, one of the chief stations of the cod-fisheries of Norway. During the fishing season twenty thousand fishermen assemble here. Leaving Henningsvær, the steamer pursues its course through *Grimsöströmmen* to *Vesteraalen*, and, passing *Hasselö*, enters the grand *Raftsund*, afterwards calling at *Lödingen* and *Harstad* in the evening. Early in the morning on the third day arrive at—

Tromsö, 928 kilom. from Trondhjem, 8,100 inhabitants, a prosperous commercial town founded in 1792, lies under 69° 38′ north lat. *Tromsö* is surrounded by fine mountain peaks 3,000 to 4,000 feet high, among which the most prominent are *Blaamanden* on the *Kvalö* to the west, *Bensjordtinden* to the south, and *Tromsdalstinden* to the east.

There are several churches in the town, among which one Roman Catholic. *British Vice-Consul*, Mr. J. R. Holmboe; *U.S. Consular Agent*, Mr. Killengren. *Tromsö Museum*, near the Grand Hotel, is worth a visit. (Admission, 50 öre.) The collections are contained in six rooms in the second storey, and consist of interesting specimens of the fauna and flora of the Arctic regions, besides mineral, ethnographic and historical collections, the latter of considerable antiquarian value, especially the carved altar-pieces and pillars. The *Lapp* collection is very interesting and quite unique. We may here see the various articles of clothing used by the Lapps, arms, instruments, utensils, ornaments, and reindeer sledges. The women's caps (*Sagjogapper*) buckled over a wooden horn (*Fjerra*), the men's caps (*Sauvka*) with a heavy square padded top of red cloth, the shears (*Nibbo*), the dice-box of the game of *Sakke* (*Teruk*), the spoon of reindeer horn (*Baste*), the worsted yarn (*Ullolaigek*), and the reels (*Ullosualde*), the tobacco-pouch (*Dubac-tasco*), the silver cup (*Silbagukse*),

and the large calf-skin pouch (*Gamme-seka*), are some of the principal objects in this collection.

On the Tromsö Sound, not far from the town in a valley called the Tromsdal, there are generally a few families of Lapps encamped in their "Gammer" (huts), constructed of stone, earth, and branches, covered with turf and birch-bark. The Lapps of the present constitute the last remnant of the aborigines of Norway, and, although they have embraced Christianity, they have been but little influenced by the civilisation of their Norwegian neighbours, but have preserved all the characteristics of their hyperborean progenitors, and to-day they still lead the life of the half-savage trapper or the nomad herdsman, roaming over the vast tablelands of the interior with their reindeer flocks, consisting frequently of many thousands of heads, whom they keep together by the aid of their intelligent friends and companions, the dogs, constantly waging war against their enemies, the bears, wolves, and other wild animals. There are, however, two kinds of Lapps—the Fjeld Lapps and the Sea-Lapps, and the latter live as fishermen on the coast, who more frequently mix with Norwegians and Swedes. In accordance with the frontier treaty of October 7, 1751, the Swedish Lapps are entitled to migrate to the Norwegian coast in summer, and the Norwegian Lapps to Sweden in winter. These migrations lead to frequent disputes with the permanent residents, whose lands suffer by the incursions of the large flocks of reindeer. The total number of the Lapps is estimated at about 30,000, of which 18,000 belong to Norway, and the rest are divided between Sweden and Russia. The Fjeld-Lapps are much less numerous than their kinsmen, the Sea-Lapps, but the latter are generally very much poorer. It is doubtful whether there are more than 1,000 real Fjeld-Lapps in Norway at present. The Lapps seen near Tromsö belong to Karesuando in Sweden. Their physiognomy is decidedly Mongolian. Although they may be said to be puny, the men averaging about 5 feet and the women not much over 4 feet in height, yet they possess marvellous powers of endurance, and they are credited with most wonderful cunning, qualities which more than compensate for their diminutive size. There is much that is interesting in the life, the usages, and the traditions of this peculiar race.

The *Tromslind*, 4,100 feet, may be ascended (three to

left comes Alstahoug, with the old parish church of Skogn and then the bay of Eidsbotten, which has the appearance of a lake, with a fine view towards Levanger. The railway now makes a considerable bend, at last running along the shore of Eidsbotten. To the left is seen the estate of Mo, the new hospital and the buildings of the seminary, and to the right the farms of Halsan.

Levanger, 84 kilom. (For description see page 171.)

The train proceeds over the marshes following the river, which it crosses, stopping at the station of *Rinnan*, 92 kilom., arriving at *Værdalen*, 96 kilom., in the village of *Værdalsören* (see p. 167). The railway now skirts the fjord and the scenery becomes more varied. Passing *Salberg*, 106 kilom., *Sparbuen*, 113 kilom., and *Vist*, 119 kilom., the train arrives at—

Stenkjær, 126 kilom., quite a thriving market town with 2,167 inhabitants and two hotels. The next station is *Byafossen*, 131 kilom., on the large estate of *By*, where there is a large wood-pulp mill. Finally *Sunnan*, 135 kilom., the present terminus on Lake Snaasen, is reached. For posting routes to Namsos see p. 165. The posting station is at the farm of Sunnan, about 1 kilom. from the railway station.

ROUTE XVII.

By Steamer on the Trondhjemsfjord to Levanger and Stenkjær.

The steamboat journey as far as Levanger was preferred to the land route before the railway was opened, but the latter will be found more convenient now, although the former will no doubt still be favoured by tourists, offering, as it does, an opportunity to see something of the picturesque west coast of the fjord not visible from the road. The steamers of the Indherred SS. Co., leave Trondhjem every day for Stenkjær in the morning and arrive from Stenkjær in the afternoon.

All the steamers leave the pier of *Bralören* at the mouth of the river *Nid*, close to the railway station and the landing-place of the North Cape and Wilson steamers. After passing the railway bridge, which has to be opened for the

purpose, the steamer steers through a narrow channel out of the river and turns to the right, rounding *Ladehammeren*, where the residence of the Earls of Lade and King Olaf Trygvasson stood. It then crosses the broad *Strindefjord*, with *Stjördalen* to the right, and passes between the island of Tutteröen and the low peninsula of *Frosten*. On the island are the ruins of an old monastery. A little farther on is the first stopping-place—

Holmberget, where some of the steamers cross over to *Lexviken*, calling at *Vanvik* and *Hindrem*; others continue along the east shore to—

Vestrum, near the church of *Ekne*, situated on a pleasant bay with a fine view of the island of *Ytteröen* and the mountains on the other side. At this point begins the brighter scenery of *Indherred*, so very different from the country on the outer Trondhjemsfjord. Crossing over to *Ytteröen*, where there are pyrites and copper mines, formerly worked by an English company, and known as far back as the fifteenth century, but now nearly exhausted. The steamer calls either at *Nöst* and the west side of the island, or *Hokstad* on the east side. On the south side of the fjord lies *Holsanden* on a bay, where frequently pit-timber is shipped to England. To the right are the fertile slopes of *Alstahoug*, with its church and well-cultivated farms; while on the left are seen the island of *Ytteröen*, and behind it the beautiful shore of *Inderöen*. Rounding a low naze, the steamer turns into a large bay, making a circuitous turn in order to avoid some rocks and a bar only visible above water at low ebb, and, passing the mouth of a small river, enters a narrow sound and touches the pier of—

Levanger, 40 English miles north of Trondhjem, with 1,734 inhabitants. Fairly good hotel. There are some farmhouses in the vicinity, where persons desirous of making a prolonged stay can find quarters and full board for about £4 a month. Information can always be had at THOS. COOK & SON'S, Bergen, Christiania, or Trondhjem. Opposite, on the other side of *Sundet* (the sound), which is spanned by a bridge a little farther up, is a low forest-covered hill with pleasant walks and a fine view from the summit. Along the side of the water is a row of the usual brightly painted warehouses, standing half-way out in the water, and resting on wooden piles. Near the steamboat

dalsfjord, which is reached in one hour and twenty minutes from Trondhjem; the ordinary steamers take 2½ hours. The steamer is owned by the Railway Company, running in connection with the electric trains up the Orkla Valley, affording excellent opportunities for excursions.

From Trondhjem, the route of the steamer leads past *Munkholmen*, described on p. 155, and *Trolla*. Passing *Flak*, the steamer pursues a SW. course, and turns into the *Orkedalsfjord*. Opposite *Gjeitstranden*, the fjord sends an arm to the east, *Gulosen* into which falls the Gula River, near *Oisanden*, a military camping ground. The steamer proceeds past *Ofstad*, the fjord becoming narrower.

Thamshavn, at the mouth of the Orkla, the terminus of the new electric railway opened in 1908. Here are large quays and a first-class hotel. The railway runs along the east bank of the *Orkla*, one of the best salmon rivers in this part of the country, through beautiful scenery. The train with comfortable saloon carriages, after leaving Thamshavn, stops at the following stations: *Örkedalsören*, *Baardshoug*, Fandrem (nearest point for *Lisbethseter Sanatorium*, see p. 67), *Solbu* and—

Svorkmo, 21 kilom., small village beautifully situated on the bank of the Orkla, reached in one hour. The railway continues to—

Lökken, the upper terminus of the railway, situated by the old Lökken copper mine in Meldalen, a distance of about 26 kilom. from Thamshavn; big mining industry, largest copper ore dressing plant in Scandinavia, which was destroyed by fire last winter. Hotel "Orkla," comfortable, reasonable prices.

In the Orkedal and Meldal there are a number of lakes with excellent trout-fishing. Posting route from Lökken to *Bjerkaker* about 44 kilom. (*vide infra*), *Slören*, 31 kilom., and by rail to Trondhjem, 52 kilom.

The excursion from Trondhjem to Thamshavn by steamer, electric railway to Lökken and back to Trondhjem can be made very comfortably in one day. Returning from Lökken by "stolkjærre" and railway will require 2½–3 days.

A good carriage road leads from Svorkmo to Surendalen. Motor car, in connection with the railway, running on this highly interesting route for Christiansund N., or to Sundalsören for Molde, or to Domaas, in connection with the automobile service in the Gudbrandsdal and Romsdal.

ROUTE XIX.

From Trondhjem viâ Stören to Aune and Domaas.

From Trondhjem by rail to **Stören,** 52 kilom. The most convenient train is the one leaving Trondhjem at 6 p.m., arriving at Stören at 9 p.m. Cook's coachmaster meets the train. For any of these mountain routes coachmaster's carriages (Kalesjevogn) for one, two, three or four persons are recommended as being safer and more comfortable than the rough two-wheeled vehicles kept at the posting stations. Passengers can proceed the same evening and drive on to—

Prœsthus, 14 kilom. Very obliging people, or to—

Garli, 11 kilom. Very good quarters. The next day continue through mountain scenery to—

Bjerkaker, 12 kilom. Very comfortable quarters. 1,325 feet above the sea-level, on the watershed of the rivers *Orkla* and *Gula*.

From *Bjerkaker*, a posting route with fast stations leads to *Sværkmo* and Lökken (ab. 50 kilom.), the terminus of the new electric railway to *Thamshavn* (21 kilom.) on the *Örkedalsfjord*, whence a fast passenger steamer runs twice a day to Trondhjem (see p. 174).

The road now follows the beautiful "Ravine of the Orkla," with the foaming river 700 feet below, to the next station—

Austbjerg, 12 kilom.; 1,365 feet above the sea. Very good station.

A good posting road, with fast stations, leads to *Tönsæt*, on the railway to Trondhjem and Christiania, 72 kilom.

Leaving *Austbjerg*, the road descends to the *Orkla*, which is crossed by a fine bridge, and again ascends to—

Stuen, 11 kilom. Very good station and friendly people. The road continues along the low watershed between the *Orkla* and the *Byna* to—

Aune, 14 kilom.; 1,750 feet above the sea. Very good station. English spoken. To the west rises the lofty *Munkevoldsfjeld*, and to the east the *Almandbjerg*.

To the left the picturesque road to *Sundalsören*, 71 kilom., branches off, following the course of the river *Driva*, afterwards called the *Sundal's River*.

a.m., arriving at Eidsören, 10.15 a.m., and at Christiansund, 4 p.m.
Eidsören-Molde, 61 kilom., in one day, by carriage. From Christiansund a daily through service to Molde in 4½ hours—steamer to Batlenfjordsören and automobile to Molde.

From *Aune* the road ascends steadily for about three miles, up to the church and parsonage of *Opdal*. The mountain *Hornet* rises in front, and the river *Driva* rushes over its rocky bed away down in a cleft or gulley on the left. Passing over a couple of streams, the road becomes more hilly, and we arrive at the station of—

Jalbu, 11 kilom. We now enter the *Lönsæt Forest* Afterwards the valley widens, then narrows in again; passing *Gravaune*, we have the valley of *Storli* to the right. The valley becomes still narrower, until it looks like a deep ravine, with the *Driva* roaring over the boulders and rocks, while the road leads along the forest-covered slopes of an overhanging ledge. Passing to the left the farm of *Detlid*, surrounded by rocks, we arrive at the station—

Sliper, 15 kilom. (pay for 21). Few valleys in Norway are so much exposed to avalanches as the *Sundal*. The road from this point ascends through pine-forest, and then descends steadily down to the *Driva* on the left, passing the boundary line between the counties of *Southern Trondhjem* and *Romsdal*. Beyond the steep hill *Graaura* the valley expands and becomes flatter, enclosed by high necked mountains. In a bend lies the station—

Gjöra, 10 kilom. (pay for 14). Turning to the right, the road runs along the flat bottom of the valley close to the *Driva* for about 11 kilom. to *Ottem*, where it crosses over to the left side of the river, passing *Musgjærd* farm and on to *Romfog* church, where we recross the river to the right side and go down a steep hill to the charmingly situated station.

Storfale, or *Fale*, 17 kilom.; good quarters and a convenient point to break the journey for the night. About three English miles from the station there is a remarkable view of the *Hoaasnebba*, a perpendicular wall of rock 4,000 feet high. From this station can be seen the huge snow-field of *Evesfond* gleaming in the distance. The road continues to follow the windings of the *Driva* through the marshy bottom of the valley filled with large moraines. We then cross the river, continuing along the left

bank, passing the point where, in 1878, an avalanche buried a whole farm. Along this part of the road, at several places where, in the winter, there is danger of avalanches, notices read as follow: "*Sneskred! Kjör hurtigere!*" (Avalanche! drive faster!) The road passes several houses, over a stretch of moor and across a bridge which spans the *Driva* along the charming farm of *Elverhöi*. To the left are the snow-covered peaks of the *Kaldfond*, 6,000 feet, and to the right rise the lofty peaks of *Kalken*, *Hoaasnebba*, and *Furunebba*, below the eternal snowfields of the *Evighedsfond*, of which only a passing glimpse is caught, but below these other fine peaks become visible. To the right we have the peak of *Hofsnebba*, and soon come within sight of the fjord. Passing the church and parsonage we arrive at—

Sundalsören, 19 kilom. Quarters at the storekeeper's, Mr. L. Husby.

If the steamer does not suit, a row-boat may be taken to *Ökskendalsören*, 11 kilom., and *Eidsören*, 17 kilom., or direct from *Sundalsören*, 23 kilom.

From *Eidsören* to *Molde* the distance is 61 kilom., in one day. The stations are all "fast," but the accommodation is indifferent.

From *Eidsören* the road leads across the *Tillereid*, which divides the Sundalsfjord from the *Langfjord*, to—

Eidsvaag, 9 kilom., at the east end of the fjord, which is very shallow here and covered with seaweed. The road continues near several farms, with fine view of mountain peaks to the south, among which *Skjorta* is conspicuous, ascending to a considerable elevation above the *Langfjord* to—

Tjelde, 10 kilom. From this point the ascent is steep, and, after skirting the Lake *Sjörsvlervand*, continues through a rather solitary tract and crosses the *Storelv*, with a view of the majestic peak of *Skaalan*, and enters the wooded district of *Osmark*. After passing the point where the road branches off to *Angvik* we reach—

Istad, 13 kilom. Continuing along north side of the valley to the church of *Kleven* at the head of the *Fanefjord* and—

Eide, 9 kilom., where the road to *Christiansund* branches off to the north.

Eide to **Christiansund**, about 36 kilom., in three and a half hours. Fast stations.

Eide to *Fursæt*, 9 kilom.; *Fursæt* to *Batlenfjordsören*, 9 kilom.; hence steamer to *Christiansund* in two hours, or continue by road to *Gimnæs*, 16 kilom., and by boat to *Christiansund*, 19 kilom.
From *Batlenfjordsören* automobile service to Molde.

Beyond *Eide* the road skirts the picturesque *Fanefjord*, with the lofty mountain *Skaalan*, 3,800 feet, on the south side to—

Strande, 13 kilom. (see p. 137), and to—
Molde, 9 kilom. (see p. 135).

ROUTE XXI.

Through the Romsdal and the Gudbrandsdal to Otta.

For the routes to *Vestnæs-Vadheim* and *Molde*, see pp. 126 to 131; *Domaas-Slören-Trondhjem*, see p. 174.
Næs to Otta, 172 kilom. = 107 English miles, in three to four days, twenty-two stations. *Næs* to *Domaas*, 110 kilom. = 69 English miles, nine stations, in one day and a half. *Domaas* to *Otta* 62 kilom. = 38½ English miles, thirteen stations, in two days. Fast stations. A motor-car service has been established between *Aandalsnæs* and *Otta*. The cars leave the termini in both directions 8 a.m., arriving 6 p.m.
The **Romsdal** is watered by the **Rauma**, about 60 kilom. = 38 English miles in length, issuing from the lake of *Lesje* in the *Gudbrandsdal* and falling into the *Isfjord*, the south-east arm of the Moldefjord. The Romsdal is one of the best known of the grand Norwegian valleys. To *Ormheim* it is almost flat. The formation of the mountains is unique, and although some of the other valleys may be equal to it in beauty, the Romsdal will always continue to be classed among the gems of Norwegian scenery.

Næs (Aandalsnæs) lies on the right bank of the river *Rauma*, opposite to *Veblungsnæs*, about three English miles distant, and connected with it by a road leading over a bridge a little higher up. The road then continues along the right bank of the river, past *Hölgenæs* and *Aak*, formerly an inn and posting station, afterwards the residence of the late Mr. H. O. Wills, the well-known tobacco manufacturer of Bristol, who had a part of the salmon-fishing on the Rauma, the rest of the right being held by the proprietors of Hotel Halsa and Park Hotel for the benefit of their guests. To the right the valley of *Isterdal* opens. From this point the peaks of the Sisters (*Söstrene*), the King (*Kongen*) and the Bishop (*Bispen*), between 3,000 and 4,000 feet, are visible. The road lies near

several farmhouses, pleasantly situated in birch-groves, in full view of the towering peak of the *Romdalshorn*, 4,965 feet, with the *Vengetinderne*, 4,960 feet, barely visible below. The ascent of this peak has been accomplished by Mr. Slingsby. Opposite we have the lofty peaks of *Troldtinderne*, 5,880 feet. The road continues on the right bank of the turbulent river amid huge boulders and blocks of rock brought down by avalanches, which frequently occur in this part of the valley during the winter, to—

Horgheim, sometimes written *Horghjem*, or *Horgem*, 14 kilom. Very good station. This point is the terminus of the excursions from the Norwegian yachting steamers. *Horgheim* lies on an ancient moraine. To the right rises the lofty peak of the *Romdalshorn*. On the left the picturesque *Trolltinder* (5,880 feet), from which avalanches and rocks are frequently precipitated in winter. Part of the ridge is known as the *Brudefolge* (Bridal Train). The road and the river thread their way through a chaos of enormous blocks of rocks, the result of some tremendous landslip. The scene is one of the most impressive and picturesque, and one of the finest of its kind in the world.

A little farther on we have the beautiful waterfall *Mongefos*, descending from the *Mongegjura*, 4,230 feet. The Rauma rushes along in the middle, forming a small island, traversed by the road which has lately been reconstructed. We next arrive at—

Fladmark, 12 kilom. Very good station. Fine view of the *Höifjeld* and *Skiriaxelen*. This station is 235 feet above the level of the sea. The road ascends, and early in the season, especially after a hard winter and a late spring, we may see many beautiful waterfalls on both sides of the valley, which, later on and in dry seasons, dwindle down to small cascades or mere trickling streams barely noticed by the passing traveller. Among these falls may be noticed the *Gravdefos* on the left and the *Dontefos* on the right, of which we hear the roar at intervals. To the right, a little farther on, is the grand *Vermofos*, nearly 1,000 feet high, which in spring or after heavy rains assumes gigantic dimensions. We then arrive at the *Middagshoug*, below which is the station—

Ormheim, *Ormen*, or *Ormeim*, 11 kilom. Very good quarters. Post-office and telegraph station, called **Kors**,

after the parish. The terminus for the excursions from some of the yachting steamers. Beautifully situated high above the *Rauma*. From the back windows we have a fine view of the *Værm* or Værmaafos, and one of the huge mountains called *Allerhei*, with its peak *Storhætten*. The best view of the fall may be obtained from a rocky knoll exactly opposite on the right bank of the Rauma. It is reached by crossing the pastures at the back of the hotel. Above the station is the beautiful "*Niagara*," with a bridge ; walk there and back in two hours. The station hotel contains a very fine dining-room capable of seating one hundred persons comfortably. Sleeping accommodation for thirty-five persons. Excellent trout-fishing and salmon in August. Capital shooting, ptarmigan and reindeer. Hotel 1,000 feet above the level of the sea. The hotel has been transferred to the railway which is being constructed.

Ormheim is the starting-point of excursions to the peak of "*Storhætten*" (Great Hood), 5,940 feet. Ascent accomplished in about four hours ; can be done on horseback three-quarters of the way. Guide and horse from Ormheim, from 8 to 10 kroner.

About 4 kilom. from *Ormheim*, we arrive at the *Slettafos*, a few paces from the road. The roar of the falls is plainly heard. The road now winds far above the *Rauma*, foaming in the gully below, and sometimes lost from view as the route leads in many curves up the "*Björneklev*" (Bear's Cliff) to—

Stuefloten, 10 kilom. (pay for 11), 2,050 feet above the level of the sea. Excellent quarters, and suitable for a prolonged stay. Accommodation for thirty-five persons. This is the first station in the *Gudbrandsdal*. Fine view from "Toppen," about two hours.

Side Route to the Tafjord and Hellesylt (see p. 133). Another difficult mountain route leads to the *Eikisdal*, to the north.

Passing the *Ulvaadal* on the right, we lose sight of the peaks of the *Romsdal*, and the scenery gradually becomes less grand. We pass the farm of *Einabu*, to which King Olaf the Saint, according to tradition, descended on his flight from *Vardal* in *Söndmöre*, to the north, shortly before he fought the memorable battle of *Stiklestad* (see p. 172). On this farm stands a *Bautastone*, the last of a

circle, which remained unbroken up to the last century, and was, no doubt, like Stonehenge on Salisbury Plain, the remains of some ancient place of *Asa*-worship. The next station is—

Mölmen, 13 kilom. Good station, at the west end of the *Lesje Water*.

The ascent of the *Storhö* 6,700 feet, is made from Mölmen in six to eight hours; guide, 2 to 3 kroner.

A difficult and toilsome mountain route leads from Mölmen across the wild and rugged table-lands of the *Lomfjeld* and *Sognefjeld* to the *Lysterfjord*, highly interesting, however, to vigorous and active tourists who are desirous of leaving the beaten track and making themselves acquainted with the primitive mode of life at the Norwegian "*Sæters*" (mountain châlets).

From *Röisheim* this route affords splendid opportunities of visiting the *Jotunheim* (Giant's Home), a wilderness of snow, ice and rocks. Saddle-horses and guides from Mölmen. Duration of tour, three to four days. Total expenses about £2. (For description of Jotunheimen see p. 195).

The road continues through the somewhat dreary and monotonous district of *Lesjeskogen* to—

Lesjeverk, 12 kilom. Very good station. The large building of the station dates from the last century. An iron mine was formerly worked close by, but is now abandoned. The name of the station, *Lesjeverk* (Lesje-Works), owes its origin to this circumstance.

Near this station lies the Lesje-Water, 2,050 feet above the level of the sea, and 10 kilom. long. Out of the west end of this lake issues the *Rauma*, which we have passed along in the *Romsdal*, and out of its east end flows Laagen which falls into *Skagerak*. The fishing is good.

The road descends gradually to **Holsæt**, 10 kilom. Very good station. The station-master, Mr. Jacob Holset, speaks English.

A bridle-path leads across the mountains, following the river *Lora* to the *Nysæter* and to *Röisheim*.

There has been an attempt made at draining the Lesje-Water, which seems to have turned out rather a failure, and has not improved the monotonous character of the landscape, the area formerly covered by the lake being now a marshy bog, with numerous stagnant ponds.

Passing the church of Lesje, we next reach—

Holaker, 15 kilom. Excellent quarters. This is one of

the largest farms in the district. The road continues partly through forest to—

Domaas, 12 kilom., 2,160 feet above sea-level. Post-office and telegraph station. The station-master, Mr. Sivert Domaas, is a very obliging man, and speaks English. The air is pure, and the quarters excellent, making it a very desirable place for a prolonged stay. *Domaas* is an important station, on account of its position as the junction on the Dovrefjeld, between the routes from Næs, Otta, Aune, and Stören (see p. 177). The road continues somewhat hilly to—

Toftemoen, 11 kilom. A large farm and good station. The family of Tofte, in whose possession the property has been for a long time, trace their descent back to King Harald Haarfager, first King of Norway. They have many interesting relics in their possession, such as brides' crowns, coats, and dresses from the beginning of last century.

Passing the slate-covered church of *Dovre*, and on the left the narrow opening of the *Svardal*—the character of the scenery is somewhat tame—we observe numerous farms on the east side, high above the bottom of the valley, which to the west is bounded by Mount Jetta (4,525 feet), and arrive at—

Brendhougen, 12 kilom. Good quarters; 1,555 feet. From this point we enter the wild gorge of Rusten, where the river *Laagen* forces its way through the rocks, and forms many beautiful cascades, and, crossing a bridge, reach—

Laurgaard, 12 kilom. Good quarters. Post-office. Convenient starting-point of excursions to the *Rondane* and *Hoyringen*. The new road branches off, and, crossing the bridge, continues through the narrow valley to the south, reaching **Loftsgaard**, posting station, 15 kilom., close to the railway station of Otta. Striking the marsh of *Sellsmyr*, a short stage brings us to—

Moen (in Sell), 10 kilom. Very limited accommodation, but friendly people. Not far from the station, the waters of the river *Ula*, descending from the Lake Ula, in the *Rondane*, fall into the *Laagen* (or *Lougen*), forming the *Daanafos* close to the road. About five miles farther on we pass the steep hill of *Kringen*, where, on the 26th of August, 1612, a Scotch band of mercenaries, under Colonel

Ramsay and Captain Sinclair, numbering about 300, on their way to join the Swedish army, then invading Norway, were surprised and routed by a strong party of Norwegian peasants lying in ambush at this point, and throwing rocks and timber down on the ill-fated Scots as they passed the narrowest part of the road, where on one side the turbulent Laagen leaps and foams over the boulders, and on the other the mountain-side rises abruptly. The old road passed higher up. Captain Sinclair was shot, while Colonel Ramsay and several of his officers were taken prisoners. Most of the Scots were unarmed. The 26th of August, 1912, it was 300 years since this event took place, which was celebrated by the erection of a new monument, surmounted by a statue of Pilar Guri, the goat girl who gave the signal of the approach of the Scots.

The massacre is commemorated by a tablet in the rock, bearing the inscription, "Til Erindring om Böndernes Tapperhed" (In memory of the bravery of the farmers). This event has been exaggerated in old ballads, in which it is magnified to a glorious act of national heroism. On the medals struck in memory of the visit of King Frederick IV. in Norway, in 1704, are the following lines alluding to this event :—

"What courage, loyalty and honour mean, may be learnt by the whole world among the rocks of Norway;" and in the refrain of one of the old ballads referred to, running thus—

> "Woe to every Norseman who does not wax hot
> Whenever he beholds this spot."

The late English Consul-General to Norway, Thomas Mitchell, C.B., resident in Christiania, has written a very able and interesting treatise on this subject, entitled *History of the Scottish Expedition to Norway in* 1612 (London : T. Nelson & Sons), to which we would refer as being, no doubt, the most reliable account.

The Hamar-Lillehammer-Tretten-Otta Railway from Otta. Distance from Hamar 171 kilom. in five and a half hours. This line is projected to Molde. Few travellers continue to use the posting route of Lillehammer, preferring to avail themselves of the trains (see *Norges Communicationer*).

A little farther on the green waters of the *Otta* join

with the more greyish flood of the *Laagen*, and sheltered by the lofty *Formokampen*, 5,000 feet, lies—

Bredevangen, 8 kilom. Good station and inn. The road passes the district prison and continues at an elevation of 600 feet above the river, and 1,000 feet above the sea, through a wooded tract, to—

Storklevstad, 16 kilom. The station is a large and commodious building, affording good quarters. Passing the monument of Captain Sinclair, close to the road, where he was buried, the infuriated peasantry not allowing him to be interred in consecrated ground, we reach—

Moen (in Sötorp), 12 kilom. Clean and comfortable quarters. The next place is—

Listad (in Söndre Fron), 10 kilom. A very well-kept station and good quarters. Close to this farm is the church of Fron, the adjacent vicarage of which was the home of Ludvig Holberg, the Shakespeare of Danish literature (1694–1698). Farther on we pass *Huntorp*, the seat of Dale *Gudbrand*, the opponent of King Olaf Trygvesson in his attempt to introduce Christianity. In the vicinity are several tumuli and mounds. We next arrive at—

Skjæggestad, 14 kilom. A large farm, picturesquely situated. Very good quarters. The surroundings are somewhat marshy. Along the road may be noticed several snow-ploughs. On a hill a little beyond stands the old Stavekirke of *Ringebo*. The marks cut in the rocks signify the height to which the river reached during the inundation in 1860.

Kirkestuen, 12 kilom. Close to the church of Fodvang, prettily situated. Good station. After leaving this station the road skirts Lake *Losna*, formed by the *Longen*, and passes the large farm of *Formo*, above which is the farm of Stave, where, on August 28th every year, used to be held a horse-market and fair, the "Stavsmarked," of considerable importance to this part of the country; this fair has now, however, been transferred to *Lillehammer*. From this point we have a view of the snow-capped peaks of the *Rondane* in the distance.

The next station is—

Holmen (in Trölten), 16 kilom., with fine view over the broad valley and river. The road skirts the river and passes the valley of *Gausdal*, where it ascends to *Gausdal Sanatorium*, a favourite summer resort (see p. 62). The river now runs smoothly until we come to a long curve, where it forms the *Hunnerfos*. High above the road lies the station—

Fossegaarden, 17 kilom. Below the falls the famous Hunner trout are caught, weighing upwards of eight pounds. The station is beautifully situated, and is a favourite place for anglers. The road continues through pleasant forest scenery and descends gradually towards the Lake *Mjösen*, over which there is a fine view, where the *Gudbrandsdal* ends at—

Lillehammer, 14 kilom.; 150 feet above the lake; 3,837 inhabitants. Station at *Hotel Victoria*. The town was founded in 1827, and has a modern aspect. About half a mile from the town the *River Mesna* forms the falls of *Helvedsböl*. The environs are very pretty. On *Maihaugen* there are some very interesting collections of Norwegian

antiquities and old cottages, similar to those at the Norsk Folke-museum near Christiania.

Steamers on Lake Mjösen every morning for *Hamar* and *Eidsvold*. Trains leave at frequent intervals for the Gudbrandsdal and Christiania.

ROUTE XXII.

Through the Valley of the Otta to Geiranger and Nordfjord.

The Valley of the Otta is the most important branch of the *Gudbrandsdal*, containing the three districts of *Vaage*, *Lom*, and *Skiaker*. The great mountain routes to Geiranger and Stryn, constructed in 1888–95, rank among the grandest and most interesting in Norway. The accommodation at the posting stations along these routes is rather limited and somewhat primitive, and, owing to the great elevation of some parts of the road, these routes are seldom open to vehicular traffic before July. Telephone from Otta to Grotli and Merok. Distance from Otta to Stryn, 190 kilom., and to Merok, 168 kilom., in 2½ to 3 days. Besides the ordinary two-wheeled vehicles of the country for one or two persons, coachmaster's carriages, very comfortable for two persons but rather cramped for three or four persons, can be hired through any of the offices of THOS. COOK & SON, and as the difference in price is not very great, the latter are recommended, not only for the greater amount of comfort, but it is safer to ride in four-wheeled vehicles over any of the mountain routes, where the descents are often very steep. Besides, the latter are always in the charge of experienced drivers, while the carrioles and stolkjærres of the posting stations are generally sent out with a mere lad, because Norwegians, when posting as a rule, prefer to hold the reins themselves, being used to handle horses, and the postboy is only necessary to open gates and to take the horse and vehicle back again to the station to which they belong. Although this arrangement has its attractions to those thoroughly understanding the peculiarities of the country and the horses, strangers would expose themselves to great risks and dangers by attempting to drive Norwegian horses who are accustomed to obey certain words and sounds uttered by their drivers, and would resent any unusual application of reins and whip in a manner which might astonish the stranger, considering their very gentle appearance. A motor-car service has now also been started on this route.

From Otta the narrow valley of that name opens to the left, through which the green waters of the river Otta are rushing down towards the Laugen, fed by numerous torrents from the melting glaciers and snowfields of the western mountains. Thirty years ago there were no roads through this secluded valley. The posting road now follows the river, which is confined in places to a deep gorge with overhanging rocks. The valley gradually widens, and the road continues to ascend forest-covered hills with high mountains on both sides, and, after crossing the bridge of *Lalm*, where to the left a road descends from the Hedal Forest and *Bjölstad*, we arrive at—

Bruvik (Brovik-in-Lalm), 17 kilom., posting station, where horses are changed. The valley now becomes more open, and farmhouses are more frequently seen. The surroundings are pleasing, but this district, which is called Lalm, presents all the peculiar features of a secluded mountain settlement. The valley expands, and a grand view opens

towards the west, where *Mount Lomseggen*, 8,885 feet, closes the horizon with its snow-capped peak. After passing the junction of a posting road from Laurgaard, *viâ Nordre Sneric* (21 kilom.), we arrive at—

Sörum, 12 kilom., posting station ; good quarters. Those who leave Otta in the morning will find it very convenient to take dinner here, or, in case it should be found necessary to start on the drive immediately after arriving at Otta in the afternoon by the express from Christiania, the new hotel at Sörum would be the best station for stopping overnight the first day.

A number of mountain paths branch out from this station, which join the main posting road further up in the Gudbrandsdal at Brennhougen and Domaas, and through the valley of the Finna far into the mountains to numerous *Saters* and to the district of *Lom*. A carriole road leads by the *Storvikseter* (18 kilom.), past Lake Lemund to a large group of *Saters*, called *Randsverk* (11 kilom.), 2,300 feet ; good quarters ; and to Hindseter (18 kilom.), 3,100 feet, also quarters for tourists. From this point Gjendaheim can be reached by pedestrians over the *Russlien* Saeters, along the north bank of the Russa, a foaming mountain torrent, in four hours.

Garmo, 20 kilom. The road continues along the Vaags, or Otta Lake, into which several mountain torrents descend, among which is the *Bævra*, from the snow mountains of the *Folumheim*, forming a fall near the bridge, across which the road leads, passing the church of Lom, an old Stave-kirke, from the twelfth or thirteenth century. The key is kept at the parsonage, where there is an old "*Stabur*." A little farther on the road bifurcates, the left branch ascending through the valley of the *Bævra* to Röisheim (15 kilom.). After proceeding about three-quarters of a mile along this road we reach—

Audvord, 15 kilom. Good quarters. This station is most convenient for night quarters for travellers leaving Otta in the morning on the first day of the drive. The road continues to follow the south bank of the lake, which, late in the summer, is nearly dried up. On the north side the *Lomshorung* (5,660 feet) forms the background. Proceeding along the northern slope of *Lomseggen*, a row of farmhouses on the banks of the lake and the river is passed, and, turning to the right, the river is crossed, and we arrive at—

Aanstad, 11 kilom. (pay for 15). Posting station ; good quarters. To the right is a valley, through which the *Aura* comes down and joins the Otta. Fine views of

ROUTE XXIII.

Road to Stryn through the Via Valley.

The road to Stryn branches off to the left, and, crossing over the Otta, a steep ascent commences, which continues to Lake Heilstugu, where a view opens into the Vassvend valley, revealing Mount Skridulaupen with its glacier. Continuing along the lake before mentioned, a view is obtained of the Maaraa valley, with glaciers in the background. The Vassvend valley then turns to the right, between *Raneggen* to the left and Vassvendeggen to the right, the road still continuing along the river; the valley ascending slightly at first, then it becomes flat, and, passing two small meres on the left, it passes an immense caldron; then, after about two miles' continued ascent, the highest point is reached (3,740 feet). Soon afterwards we come to Storbrakken, a big, rambling shanty, formerly occupied by the men who worked on the road, but now used as a wayside shelter, where coffee, tea, and light refreshments can be had. The drivers generally give the horses a rest at this point. Passing Kongsvarden (King's Cairn) the road leads along Lake Langevandet, in full view of the Tystig glacier, which descends in two branches from *Raneggen*. The county boundary is then passed, and we enter Nordre Bergenhus Amt. Proceeding across the Tystig, the road descends towards a stone bridge (about 5 miles) over the river, flowing down towards Stryn through the Via Valley in a narrow gorge, with the Tystig glacier to the left. Grand panorama of the mountains beyond Lake Stryn, whose bright surface is plainly visible. After describing a great curve the road again crosses a bridge and continues on the right bank, descending down into the Via Valley, at first in wide curves and then steadily down the terraced slopes until we arrive at—

Viasæter, about 29 kilom. (pay for 43). From this point there is a grand view. To the left is Mount *Nuken;* a little farther on, across the river, *Östbrofossen*. A path leads to the falls. Fine view from a platform protected by iron railings. An hotel, called "Videsæter," has been built at this point by the station-keeper at Skaare; the landlady is famous as an excellent cook. Landlord speaks English.

Past Mount Napen, where the road had to be reconstructed owing to a destructive avalanche, which completely buried it in June, 1893. A huge rock, weighing about twenty tons, was thrown across the road, and a passage had to be blasted through it. In a wide curve the road now descends towards a bridge spanning a narrow gorge about 300 feet deep, through which the Skjæringsdal River forces its seething and foaming torrent, then, continuing with the river and the gorge to the left, down to—

Skaare, 8 kilom. (pay for 12), posting station and inn. Grand view of the surrounding mountains and over the picturesque *Hjelle* Valley. The road is now perfectly flat for some distance, then crosses the river and descends steadily towards Lake *Stryn*, down to—

Hjelle, 7 kilom., posting station and hotel; good quarters close by the pier. A small steamer, the *Fridthjof Nansen*, plies on the lake every day; once or twice to—

Mindre Sunde (13 kilom.), in 1¼ hours. Lake Stryn is the most charming of the three grand Alpine lakes of the *Nordfjord*, although the other two may boast grander scenery. It is 16 kilom. long and 80 feet above sea-level. The lower end narrows in near Mindre Sunde, where the little steamer lands. The posting station is about 3 kilom. from this point at Bergstad or *Mælund*, where the Hotel Victoria is situated. Carriages and stolkjærres always at the landing-place on arrival of the steamer. The road follows the river, which it crosses, and, passing a huge giant's caldron to the right, we see to the left the Church of Nedstryn and a house built by some English salmon fishers, who have rented the river, and who have constructed a "Lauparstreng" (wire) across the river, by which they make the transit in a chair. Passing the roads to Faleide and Hellesylt the road again crosses the river and we arrive at—

Visnæs, 12 kilom. Posting station at Tenden's Hotel (Hotel Central), (p. 122).

A new posting road now leads from *Visnæs* to Loen, offering additional facilities for excursions. Distance, 10 kilom.

ROUTE XXIV.

From Grotli to Merok, Geiranger.

Grotli is the station near the junction of the two grand mountain roads from the Gudbrandsdal to Stryn and Geiranger, referred to on p. 189. The only station on the latter route is—

Djupvashytten, 24 kilom. A new tourist hotel, with good accommodation; reached in about three hours' drive from Grotli. About 19 kilom. from Grotli a stone marks the boundary line between the counties of Christiania and Romsdal. A number of mountain lakes are passed, and, reaching Lake Djupvand, which the road skirts, we pass the highest point (3,401 feet), indicated by a stone, and about 5 kilom. farther, at the west end of the lake, lies the above-named hotel.

About half a kilometer farther on we reach the watershed between the *Skagerack* and the Atlantic, and about half an hour after leaving the hotel we arrive at a finger-post, which indicates the way to the Giant's Caldron, a few steps above the road.

The finest part of the road is now reached (constructed in 1881–89). It is considered to be one of the finest pieces of road engineering in Norway. The road descends rapidly towards the fjord in numerous curves, winding down the face of the mountain like a corkscrew. The length of the road from the brink of the cliff along the serpentine road to the bottom, where Merok lies on the bank of the fjord, is about 16 kilom., but the actual distance in a straight line would hardly be 6 kilom. The mountain panorama unfolding itself before the traveller is superb and unique. In the distance, more than 3,000 feet below, the beautiful Geirangerfjord lies, enclosed by peaks of from 5,000 to 6,000 feet. Travellers generally walk this part of the road, which descends into the smiling Oplændske and Flydals Valleys, which with their beautiful vegetation and farm-houses form a striking and charming contrast to the frowning mountains, gleaming glaciers and roaring torrents. About 6 kilom. from Merok we pass a point called "Knuden" (the loop), 1,335 feet, to which the excursion parties from the tourist steamers visiting Merok generally drive or walk. After passing two or three tourist hotels we arrive at—

Merok, 17 kilom. (see p. 134).

ROUTE XXV.

Overland from Lærdalsören to Fagernæs and Sörum through the Valdres.

From Lærdalsören to Fagernæs, 181 kilom. = 113¼ English miles (pay for 183 kilom.). Fagernæs to Sörum 64 kilom. = 30½ English miles. All the stations are "*fast*," and there are good inns and hotels all along the route. Time required, two to three days, according to kind of conveyance chosen. Private carriages, using the same horses all the way, cannot make more than 75 kilom. = 45 English miles, a day. The old posting route beyond Fagernæs to Odnæs is not used much now. A motor-car service has also been established on this route, by which the journey between Fagernæs and Lærdalsören can be made in 10½ hours. The automobiles leave Lærdal at 0 a.m. and Fagernæs at 8.30 a.m. On the journey from Lærdal dinner is served at Maristuen and in the reverse direction at Nystuen.

From Fagernæs there are also regular automobile services to Bygdin, 58 kilom. in about 4 hours, and Fagernæs-Tyin, 88 kilom. in 4½ hours.

Steamers from Odnæs early every morning on Lake Randsfjord in connection with midday train to Christiania. From Odnæs to Randsfjord railway station, 72 kilom. = 45 English miles, once or twice a day, in five hours. Railway from Randsfjord to Christiania, 142 kilom., express in four and three-quarter hours, connecting with steamers. Since the opening of the Valdres Railway the older route to Christiania will hardly be used except for local traffic, as the journey can now be made from Fagernæs to Christiania in about eight hours. (See Time Tables.) In the autumn, 1906, the railway was extended to Fagernæs, and it will therefore be possible to reach Christiania in 7½ hours from that station. Motor cars are now keeping up a regular daily service between Lærdalsören, the Jotunheim and Rolfhus near Gol station on the Bergen railway, 139 kilom. in 7 hours. Connection can also be made at Roa with the Bergen-Christiania Railway (see p. 941.

Lærdalsören (posting station at *Lindström's Hotel*), 850 inhabitants, a straggling village, situated on a broad plain surrounded by high mountains, at the Sognefjord and at the mouth of the river *Læra*. A good road leads up the valley of the *Læra*, past the *Slönjumsfos* and a number of farms to--

Blaaflaten, 11 kilom. New hotel. The valley narrows in from this point, and the river becomes more rapid. Fine view of the various mountain-tops, among which the *Okken*, 5,690 feet, usually ascended from—

Husum, 15 kilom. Excellent quarters and good food. Most convenient luncheon station for parties visiting the Stavekirke. Good fishing in the river belonging to the hotel. The road now enters a narrow pass, called Svartegjel, where the most striking scenery begins, and passes the famous old *Stavekirke of Borgund*, under the

steep hill of Vindhellen, over which was formerly the main route. This church dates from the early part of the twelfth century, and is built of wood which has become black with age. Next to it stands a new church built in the same style, where service is held, the old church being preserved as a monument, and is the property of the Antiquarian Society of Christiania. It is a very interesting specimen from the early Christian period in Norway, with its curious gables and dragons' heads, the peculiar carvings and the Runic inscriptions. Key kept at Kirkevold's Hotel, close by the church. (Fee, one person, 40 öre; for parties, 20 öre each person.) Luncheon can also be had at this hotel. From this point the scenery becomes very grand. The road continues along the foaming river up the ravine to—

Høg, 13 kilom.=8 English miles. Very good quarters. Two kilom. from this station the *Hallingdal* route branches off. Good fishing. The ascent of the Fillefjeld now begins, and the road rises abruptly to—

Maristuen, 13 kilom. = 8 English miles (pay for 17), 2,635 feet. *Hotel and Sanatorium.* Excellent quarters. This was one of the mountain hospices founded in the thirteenth century. The road leads up a very steep hill through birch plantations, along Lake Smedal, passing the boundary line between the dioceses of Christiania and Bergen, soon after reaching its highest elevation (3,295 feet), and passing the châlet of *Grönlidsæter*, we arrive at—

Nystuen, actual distance 17 kilom.=11 English miles (pay for 22 in this direction). Good quarters and a new hotel.

Originally this was one of the mountain hospices built by the Government high above the banks of the Lake *Ulrevand*. It is one of the best starting-points for a visit to the *Folumheim*. Travellers who are desirous of obtaining a view of the peaks of this grand and vast mountain tract may ascend the *Stuganosi*, 4,825 feet, 1¾ hours from *Nystuen*, 3½ hours there and back. No guide necessary. To the north are visible the finely grouped snow mountains of *Bygdin* and *Gjende*. Several peaks of the *Horunger* are also visible.

A couple of miles farther on a new road branches off to Hotel Framnæs on Lake Tyin, whence a motor boat runs across the lake, to Hotel Tyinholmen at the north end of the lake, 14 kilom., fare kr. 2.00. Magnificent view from the Thorshoug. Between Lake Tyin and Bygdin, there is a carriage road.

From this station the descent begins, the latter part of which is very steep, to—

Skogstad, 17 kilom. = 11 English miles. Good quarters. Situated in the valley at the foot of the Fillefjeld. Crossing the *Bægna*, the road follows the small *Strandefjord*, passes through a fir wood, and, skirting the Lake of Vangsmjösen, leads to—

Grindaheim, 17 kilom. = 11 English miles. A charming place, with beautiful views over the lake. A capital inn, and favourite dinner and night station. Close by there is a private hotel called "Fagerli," well spoken of. We next pass the church of Vang, with a Runic stone, and, continuing along the lake, we arrive at—

Öilo, 10 kilom. = 6 English miles. Good station and hotel, favourite headquarters for artists, several of whom have adorned the walls of an upper room with their sketches. The road winds through a fertile, partly wooded district. Beyond this point the *Bægna* forms the beautiful fall of *Lofos*. The next station is—

Löken, 15 kilom. = 9 English miles. Very good quarters. In the reverse direction, leaving Fagernæs in the morning, this is a convenient place for luncheon.

The road continues through attractive scenery up to the upper end of the *Strandefjord* (not to be confounded with the fjord of the same name already mentioned near *Skogstad*), sometimes called the *Slidrefjord* after the district. We notice a number of hotels and "*pensions*" near the road, among which *Husaker*, Einang and Ölken are well spoken of. Passing the beautifully situated church of *Vestre Slidre*, we reach the station—

Fosheim, 14 kilom. = 9 English miles (new hotel). The road now descends, skirting the *Strandefjord*, then, crossing the *Næs* River, which forms fine cataracts above the bridge about 100 yards long, we pass *Fagerlund Hotel*, very commodious quarters, and a few steps farther on reach—

Fagernæs, 15 kilom. = 9 English miles. A well-kept station, affording good quarters. The surroundings are very beautiful, and offer many inducements for a prolonged stay. The posting station is at Hotel Fagerlund, close by. Favourite starting-point for excursions to the *Jotunheim*.

From Fagernæs a mountain road leads to *Heggenes hotel* 20 kilom. (favourite headquarters for shooting and fishing),

and to the east end of lake Bygdin, 30 kilom., on which a motor-boat runs to the western end of the lake, whence a road has been built to the upper end of Lake Tyin. Motor service from Fagernæs.

ROUTE XXVI.

Jotunheimen.

"The Giants' Home" is the name given to the vast Alpine district between the upper parts of Valders and Gudbrandsdalen. Towards the west, it merges into the great *névé* of the Jostedal Glacier, towards the east, gradually into the lower mountain districts.

With its grand scenery, so peculiarly characteristic and varied, Jotunheimen is decidedly the most interesting part of Norway to tourists. It was entirely unknown until the beginning of last century, although mention is made of its fine fishing waters in the days of King Sverre, but on account of its wildness and its secluded position, so entirely apart from all habitation, it has been very difficult to explore it until recently. During the last thirty years, however, the Norwegian Tourist Association has provided a number of facilities, thereby opening up this grand district to an ever-increasing stream of tourists in search of sport and health. Now, Jotunheimen presents no more difficulties to the traveller than any of the other mountain districts. All the roads and paths are well marked with cairns, the most difficult rivers spanned by bridges, and during the summer there is even a regular postal delivery at all the refuges of the Association. In the most central places there are now very comfortable hotels, providing convenient headquarters for sportsmen. Fine weather is, however, a desideratum here more than anywhere, and excursions should never be taken into Jotunheimen in bad weather. It is also advisable to be a member of the Norwegian Tourist Association (kr. 4 a year). It is possible to join and to be registered at the refuges, but the club button can only be obtained at Christiania or Bergen. The membership entitles to preference of lodgings at the refuges and reduction of price (non-members pay kr. 1·25 for a night's lodging). The quarters at these huts, although rough, are clean and comfortable. Tariff of prices of

refreshments and guides are posted up at all the refuges of the Association, and the private stations generally keep the same prices. As a rule, board and lodging can be calculated at about kr. 5 a day, and where a guide is necessary, about kr. 4 a day extra.

In the foregoing, the most convenient starting-points for easy access to the Jotunheimen have been given as :—

Nystuen and Skogstad Route, p. 194.
Röisheim Route, p. 183.
(Grotli Route), p. 189.
Aardal and Skjolden Route, p. 114.
Fagernæs—Bygdin, p. 195.

Nystuen—Jotunheim—Röisheim.

About halfway between Skogstad and Nystuen a fine road branches off towards the north to :

Lake Tyin, 11 kilom. Good quarters at the Hotel Framnæs on the lake. Splendid mountain panorama with snow peaks in the background. Fine view from "Galden," a mountain near the hotel. From the lake, (3,529 feet above sea-level) can be seen the summit of Mount Galdhöppigen. To the left is seen the grand peak of Mount Uranos (6,836 feet), with the Uranos Glacier, and further on, the graceful Falke peak (6,512 feet).

To the tourist shelter *Tvindehougen* 12 kilom. and 2 kilom. further to the end of the lake to the private station Tyinholmen.

From the peak of Skineggen (5,000 feet), rising between these places, a splendid view can be obtained, including a great number of the peaks of Jotunheimen. Easy ascent, about three hours to the top and back. The descent can also be made very conveniently to *Eidsbugaren*.

From Tyinholmen a new carriage road leads across the flat isthmus to

Eidsbugaren, 4 kilom. at the west end of Lake Bygdin (2,474 feet above sea level). Excellent mountain station, beautifully situated. The manager, Ole Röisheim, speaks English and is one of the most experienced guides in the Jotunheim, and is in every respect a reliable and obliging man. Eidsbugaren is very conveniently situated for interesting excursions, and is one of the most important centres in Jotunheimen, with roads in all directions.

Towards the west to Melkedalen and Aardal and Skjolden (see p. 114), and towards the east, either along Bygdin (rather monotonous) or by boat across Bygdin (25 kilom.) a steamer now plies on the lake, to the east side to Raufjord station, whence a carriage road leads to Fagernæs in Valders (see p. 194).

Fagernæs—E. Slidre—Bygdin—Tyin.

The eastern of the two great roads, intersecting Valdres at Fagernæs, passes from N. Aurdal north-west through E. Slidre leading up to the east end of Bydgin in Jotunheimen. From Fagernæs to Bygdin 54 kilom. Good road, rather hilly, with flat stretches. The stations are :

Fagernæs—Heggenæs, 23 kilom.
Heggenæs—Skammestein, 11 kilom.
Skammestein—Bygdin, 20 kilom.

During the season there is an automobile service twice a day between Fagernæs and Bygdin, leaving in both directions in the morning and afternoon. Time about 3½ hours. Leaving Christiania by the morning train, Bygdin may be reached between 8 and 9 o'clock in the evening. This tour is highly recommended.

The Road from Eidsbugaren to Gjendeboden.

Guide, tariff kr. 2·40, leads first along the lake to Höistakka, 4 kilom. This part may also be done by boat (kr. 0·80 for one person, kr. 1·00 for two persons). On the east side of the river the road makes a steep ascent to the summit, whence over Grönneberg (4,200 feet), with the mighty Snehul peak (7,145 feet) to the left, and the lofty Sletmarkhö (7,070 feet) and the Sletmark Glacier (easy and interesting excursion) to the right past Rundtom, we come down through Vesle Aadalen under Gjendetungen to Stor Aadalen, where the road crosses the river, leading down to the east end of the Gjende Lake, to the tourist châlet, *Gjendeboden*, about 12 kilom., five to six hours' walk). Very good and pleasant quarters, and, like Eidsbugaren, it is one of the principal centres in the Jotunheim, very convenient for numerous excursions to the surrounding peaks, glaciers, and valleys. Especially the excursion to Memurutungen is recommended (tariff

for guide, kr. 2·40), up to the cairn on the summit, occupying about eight hours, but the hardest part can be done on horseback. From this part, the grandest panoramic view in the whole Jotunheim can be obtained. Towards the north the peaks of Uladal (7,390 feet), and the Memuru Glacier with all the surrounding beautiful peaks; towards the east, Beshö (7,585 feet); towards the south the range of mountains between Gjende and Bygdin, with the peak of Knutshul (7,590 feet), the peak of Tjernhul (7,540 feet) and the peaks of Svartdal; towards the west the peaks of Melkedal and Raudal. Towards the south, under the Svartdal peaks, can be seen the Svartdal, through which a road leads down to the farm lands; towards the east, the famous Beseg, a difficult path over Veslefjeld, leads across to Gjendeheim and Sjödalen, while deep down underneath the shimmering green waters of Lake Gjende are seen. The descent may be made through the Memuru valley, where the authors of "Three in Norway, by Two of Them" spent their idyllic vacation. On the spot where their tent stood, the Memuru shelter now offers tolerable accommodation to mountaineers. Boat can also be had back to Gjendeboden, or the tourist châlet of Gjendeheim at the east end of the lake.

If preferred not to go to Röisheim but to the east to get down to Lillehammer or Vaage, boat must first be taken across Lake Gjende to the châlet of Gjendeheim at the east end of the lake (18 kilom., about five hours).

Gjendeheim is a favourite place for trout fishers and starting-point for excursions in the eastern part of the Jotunheim. The road passes through fine mountain tracts over the Sikkilsdal and Espedal, down through Gausdal to Lillehammer.

To Vaage the road leads over the Besse Saeter (very good station), three-quarters of an hour's walk from Gjendeheim, down through the wooded pasture valley, Sjödalen, on a carriage road past a number of Saeters down to Sörum Station in Vaage (see p. 187).

From Gjendeboden to Röisheim.

About 40 kilom. Rather fatiguing, but splendid tour. (Guide, kr. 5·60 to kr. 7·20. Saddle horse to Spiterstulen,

kr. 4.) The road first ascends through the Storaadal towards the Semmel Glacier, with the grand Semmel peak (7,269 feet).

A short cut may here be taken for Visdalen across the Semmel Glacier, but a guide is necessary, there being numerous crevasses requiring caution.

Past Hellerfos (waterfall) steep up to the Heller Tarn (two to three hours' walk). The whole way splendid views of the surrounding mountains. At the Heller Tarn the road to Röisheim bifurcates, one branch through the Leirdal, on the left side of Mount Galdhöppigen (longer, but easier, and can be done on horseback all the way), while the second branch leads through the Visdal (shorter, but more difficult, and can only be done partly on horseback). The road through the Leirdal continues from the Heller Tarn along Langevandet over Högvagten (5,276 feet), the highest point of the road, to Leirvandet (lake), where a small tourists' refuge has been built by the Norwegian Tourist Association, seven to eight hours' walk from Gjendeboden.

A branch road leads from this point through Gravdalen to Skogadalsböen, five to six hours' walk.

From the Leirvand hut the road descends through the Leirdal on the right bank of the Leira, with the gigantic rocky masses of the Galdhö to the right, and some arms of the Smörstab Glacier, and the Smörstab peaks to the left down to—

Slethavn, two hours' walk from the Leirvands hut. Very good station; the keeper, Amund Uvesæter, is a reliable guide and good reindeer stalker. From Slethavn, two hours' walk down to the beautifully situated Ytterdal Sæters, and continuing through the wooded valley to the farm, Elgesæter (good quarters). From this place convenient ascent of the Galdhöpig.

The road crossing the river continues towards the north to the high road through Bæverdal on to Röisheim.

The road through the Visdal turns from the Heller Tarn upwards to the right between the Semmel peak and the Uladal peaks, after a hard ascent, with splendid views of the surrounding mountains up to the Uladal. The highest point of the road (5,600 feet) is at the Ula Lake, with the Uladal peaks to the left, and Heilstuguhö (7,690 feet) to the right. The road is somewhat difficult,

but the views are splendid and varied. The road passes the small Ula lakes to the opening of the Visdal, with view of the Tverbotten Glacier, with the colossal pyramids of the Tverbotten Horns, and the pointed mountain, Kirken. Continuing through the Visdal, with views of the grand glaciers of the Galdhöpig, eight to nine hours, to

Spiterstulen (good quarters), with shortest but steep ascent of the Galdhöpig, about seven hours up and down (guide, kr. 5 for one person and kr. 7 for two persons). From this place also most convenient ascent of Glittertind (8,140 feet), the second highest mountain of Norway.

Through the picturesque wooded Visdal the road leads on downwards, and after a fine descent with Lomseggen in the foreground, to—

Röisheim. Capital station. The landlord, Ole Halvorsen Röisheim, is one of the best-known guides in Norway. Röisheim is a favourite starting-place for mountain climbers, especially for the ascent of the Galdhöpig (8,161 feet), the highest mountain in Norway. The ascent occupies from seven to nine hours (guide, kr. 4 to kr. 5). The night is spent in the hut of the highly respected guide, Knut Vole, called Gjuvashytten, on Lake Gjuvand (7,000 feet), whence the summit can be ascended in a couple of hours. On the summit there is a small hut affording shelter while enjoying the grand view of the surrounding mountains, extending away up to the Nordfjord and Söndmöre, and over the greatest part of the immense glacier of Jostedal.

It is not a very difficult climb, and can easily be done by ladies. A part of the descent can be made on a bobsleigh down the Veltgjuv Glacier. From Röisheim to the posting station, Andvord, 14 kilom. (see p. 188).

Aardal—Jotunheim.

From Aardal in Sogn (station-keeper, Jens Klingenberg Præstegaard, reliable and experienced guide), across Lake Aardal, 14 kilom. Boat for one person kr. 0·80, to Farnæs, three to four hours' walk to the farm Vetti, and one and a half to two hours' farther to the Vettifos, the highest waterfall in Norway, not a very profitable excursion, however, as the volume of water is very small during the summer months.

From Vetti, steep ascent up Vettigalderne, through the Utladal, with fine view of the Rings Glacier, and Rings peaks (6,450 feet), and a little farther on, the Skagastöl peak (7,629 feet) and the Dyrhoug peak (6,700 feet), of the Alpine group of the Horungs, after six to seven hours' walk to—

Skogadalsbö, tourist châlet, good quarters; one of the principal centres in the Jotunheim, with roads in all directions.

1. Rather difficult road through the Utla valley along the Stor Utla river, wading several cross rivers through the Gravdal to the tourists' refuge on the Leirvand Lake, about eight hours' walk (guide to Slethavn, kr. 7, to Spiterstulen, kr. 8).

2. Towards the east, a much used road *viâ* Melkedalen to Eidsbugaren (p. 198), about ten hours' walk; guide, kr. 6. The road leads through Melkedalen with fine view of the peaks of Mærradal (6,900 feet), of Styggedal (7,470 feet), past the peaks of the Melkedal (7,110 feet), down to the fine large Lake of Melkedal (about 4,300 feet), with the Melkedal Glacier and the peculiar Upper Melkedal Lake, dammed by the glacier.

3. Towards the west, also a much frequented road to Turtegrö; guide, kr. 4, and thence to—

Skjolden (p. 115). The road leads to the Utla valley across the Ula river, along the north bank of the Gjertvas river, with fine views, past the large Gjertvas Glacier and Lake Gjertvand up to the Keiser Pass (Keiser from Lapp word *gaisa* = mountain). The highest point of the road, about 4,600 feet. Towards the west, the great Jostedal Glacier is becoming visible from this point; towards the north rises Fanaroken; towards the south, the Horunger peaks. Then across the Helgedal river and past the Styggedal Glacier, down through the Helgedal past Skautefos waterfall and Helgedal Sæter to Turtegrö; a very fine tour.

Skjolden—Jotunheim.

The landlord at Eid station, near Skjolden, Torger Sulheim, is a very good and reliable guide. From Skjolden a fine carriage road leads up the beautiful Fortun valley to—

Fortun posting station, 6 kilom. Horse across the mountain, kr. 20. The road leads up a steep hill called

the Fortungalder to the farm of Berge (one hour's walk), past the Optun waterfall and a number of other falls, past the Gjessing Sæter, and after three hours' walk in all (drive if preferred) to—

Turtegrö. Good quarters, and very convenient starting-point for excursions to the western part of the Jotunheim. Fine view of the famous Horung group of peaks, which has such special attraction to all mountain climbers, being the most inaccessible and most difficult to ascend of all Norwegian peaks. The highest of these peaks, the Great Skagastöl peak (7,650 feet), was ascended for the first time by the well-known English mountain climber, Cecil Slingsby, in 1876; the next highest, the Great Styggdal peak (only a few feet lower), was ascended by the Dane, Hald, in 1883. Both these peaks have since been ascended by ladies, English and Norwegian.

For the convenience of mountain climbers, the Norwegian Tourist Association has erected and maintains a small shelter.

From Turtegrö the road continues up the steep hill of Dölereset to Oscarshoug (3,624 feet), with memorial tablet in commemoration of the tour of the King of Norway over this mountain, then past the Gjuvand to Herrevasboden, a tourist châlet on Lake Herrevand, about two hours' walk from Turtegrö. Through a wild and desolate waste of snow and ice the road continues across the Dölefjeld, or, as it is called, the Sognefjeld, along a series of small lakes, with the mighty *névés* of Fanaroken and the Smörstab Glacier to the right. From the crest of the Smörstab Glacier the Smörstab peaks rise (7,200 feet), and in the distance are seen a number of other peaks of the Jotunheim. At Kroshö, where the district boundary line is marked, is the watershed. The highest point is about 4,600 feet. Then along the Bævra river through Bæverdalen, past several waterfalls, over Dombrui, where the river Domma goes for some distance underground, and after about eight hours' walk from Herrevasboden shelter to—

Bævertun-Sæter, at the upper end of Bævertun Lake (2,960 feet); good quarters. Then along the north end of Bævertun Lake, past Rusten Sæter, along the south end of Lake Bæverkjern. Over Bæverkjern Halsen (about 3,500 feet) the road passes from the valley of the Bævra

into that of the Leira, where, immediately below the Yttersdal Sæter, it joins the road referred to on p. 200 from Slethavn.

ROUTE XXVII.

The Valdres Railway.

In the autumn of 1906 the railway was completed to Fagernæs which is the present terminus of the Valdres Railway which joins the Northern Railway at Eina to Gjövik and Christiania. The distance to Christiania is 210 kilom. = 131 English miles in about 7½ hours. The old posting road to Frydenlund (Aurdal railway station), where the road to Sörum branches off, and to *Tonsaasen* and *Odnæs*, will hardly be used much in future. The first station after leaving Fagernæs is—

Leira, 4 kilom., with a number of houses and villas, and the next stopping-place is—

Aurdal, 13 kilom., on the farm of *Frydenlund*, the old posting inn of that name being near the railway station. Passengers going to *Sörum* leave the railway here. The keeper of the posting station of Frydenlund is Mr. Olberg, who provides carriages, stolkjærres, and carrioles on Cook's tickets. A couple of kilom. farther on the route to *Spirillen* branches off, passing the stations of—

Fjeldheim, 16 kilom., good quarters; *Gardhus*, 17 kilom., no accommodation; and *Sörum*, 18 kilom.; or to *Granum* or *Nersmoen*, at the head of the fjord on the other side of the bridge. If there is plenty of water the steamer goes to *Sörum*, which is nearer by 9 kilom. Steamer daily on Lake *Spirilen*, 56 kilom., in four and a half to six hours, to *Heu*, whence the railway leads to Christiania, 131 kilom., five hours express and six hours ordinary train. (From *Christiania* to *Lærdalsören* by this route, 395 kilom. = 247 English miles, which may also be done in four days.) Lake *Spirilen* is 15 English miles long. Its surroundings are more picturesque than those of the Lake *Randsfjord*, and the stations are excellent.

The railway runs below the old posting road ascending Mount Tonsaasen. Splendid views over the valley of Baegna, passing the small station of Björgo, 18 kilom., to *Tonsaasen*, 31 kilom.

Near the station on a rocky eminence lies the "Sports

Hotel," and below in the forest lies the favourite Hydropathic Sanatorium and Hotel of Tonsaasen (1,980 feet). (See Sanatoria and Health Resorts). To the left a road diverges to *Breidablik* and Sörum on Lake Spirillen (p. 114).

The railway now descends, passing the station of *Etna*, 44 kilom., and *Nordsinn*, 55 kilom., and at the foot of the mountain passes *Dokka*, 62 kilom. The views from the train are very beautiful. The country now becomes more open with cultivated lands, and shady groves of birch-trees, crossing the Dokka and Etna Rivers large farm-houses are frequently seen. This district is called Nordre Land. Skirting the north bank of Lake *Randsfjord* to—

Odnæs, 70 kilom. About 1 kilom. from the station is the terminus of the old posting route, *Odnæs* Hotel, where passengers who wish to take the steamer on the Randsfjord spend the night. Good quarters.

Crossing the Landaas River, the railway continues along the lake through beautiful forest scenery, passing—

Fluberg, 76 kilom. Beautiful views over the Randsfjord. This district is called *Söndre Land*. Passing a number of farms and churches and crossing a bridge over the *Lös* River, the line ascends, affording grand views over the lake, passing the stations of *Björnerud*, 81 kilom., *Hov*, 86 kilom., *Fald*, 89 kilom., and *Skrukli*, 94 kilom., the train reaches *Trevand*, 101 kilom., skirting the lake of that name, and describing a curve around Lake Skjelbreivand, finally arriving at—

Eina, 109 kilom. (1,315 feet), the eastern terminus of the Valdres Railway. Near the station are two hotels and a number of other houses. Here is the junction between the Valdres Railway and the "Nordbane" (Northern Railway), Gjövik, 23 kilom., and Christiania, 101 kilom.

Skirting the western bank of the beautiful Eina Lake and passing through charming scenery the station of *Faren*, 29 kilom. from Eina, is reached; from this point a branch line runs down to Röikenvik on Lake Randsfjord, 7 kilom.

The main line of the Nordbane continues to Christiania through varied scenery, the distance being 72 kilom., time 2 hrs. 17 min. There are ten stations (see p. 94).

The Randsfjord, 44 English miles long and only three-quarters to two miles wide, is the longest lake in Norway. It is surrounded by the prosperous forest districts of *Hadeland*, *Valdres* and *Land*, which rise high above the lake. The steamers require 5 to 5½ hrs. from Odnæs to Randsfjord railway station, where they connect with trains

to Vikesund, Hönefos, Kongsberg, Drammen and Christiania. The journey from Odnæs to Christiania takes one day by this route.

Before the opening of the Valdres Railway the traffic on the Randsfjord had already undergone a great change. A regular service of trains had for some time been running between Christiania and Röikenviken, the long and rather monotonous journey on the lake being reduced to 3 hrs. 10 min., the railway journey between the latter station and Christiania only occupying 2 hrs. 15 min. Now, however, the journey between Fagernæs and Christiania can be made in 7¾ hrs., which will reduce the time required for the overland journey between Christiania and Bergen through the Valdres by one day, without losing any of the fine scenery on that route, and saving a considerable amount of fatigue, caused by the old circuitous route. The new railway also affords important additional facilities for short excursions from Christiania.

High Road to Gjövik.—From Odnæs a good but hilly road, with three fast stations, 38 kilom. = 24 English miles.

Granum, 10 kilom. Some distance from the road. Horses not changed here, but a short rest is recommended, as a splendid view may be had over the Randsfjord and the surrounding country.

Stangstuen, 4 kilom. Restaurant. Horses changed here, unless the driver has agreed to go through to *Gjövik*, which saves delay.

Mustad, 10 kilom. Good quarters and friendly people. The farmhouse is situated on a hill some distance from the main road. The road begins to descend from this point, and, after passing Vardal Church and parsonage in the distance, it proceeds on through forest scenery and past a factory, descending the hillside in many serpentine curves with beautiful views over Lake Mjösen, reaching—

Gjövik, 14 kilom.; 3,428 inhabitants. Steamers every day on Lake Mjösen to Lillehammer, Hamar and Eidsvold.

Christiania.

Christiania, 250,840 inhabitants, according to the census of 1913, the capital of Norway since 1814, is beautifully situated at the head of the Christiania Fjord. It has two railway stations, one in the east, at the foot of Carl-Johan's Gade, facing the large square (Jernbanetorvet), and adjoining the quays of the steamers to London and Hull, Copenhagen, the South and West Coast, Jernbane-Bryggen, Toldbod-Bryggen, Revier-Bryggen and Fæstnings-Bryggen, tickets issued and berths booked, COOK'S Office (opposite Post Office and Fire Station), for the traffic to the north and east, to Bergen, Trondhjem, Gjövik, Valders, Kongsvinger, Smaalenene, Gothenburg and Stockholm, Malmö, Copenhagen, &c.; the other in the west end of the town (Vestbanen) to Drammen, Kongsberg, Skien, Hönefos and Spirillen.

Steamers leaving Fæstnings-Bryggen (Fortress Quay) every day (generally in the evening) for the south and west coast, calling at intermediate points. (For coast routes, see p. 132.)

Hotels.—See special list in COOK'S *Traveller's Gazette*.

English Church.—In the Möller-Gade.

British Minister.—Mr. Mansfeldt de Cardonnel Findlay, C.B., C.M.G.; Secretary: Hon. F. O. Lindley, British Legation, Drammensveien.

eastern suburb of Christiania still bearing that name. In the fourteenth century, when Oslo appears to have been at the height of its prosperity, its population hardly exceeded three or four thousand inhabitants.

Owing to its good position Oslo had quite a considerable trade, but it appears to have been monopolised entirely by foreigners, mostly Germans, who acted with as much arrogance as the Hanseatic merchants in Bergen. In accordance with the rules of their guilds they were prohibited from marrying in order that they should leave no legal heirs in the country. There were a number of monasteries and religious houses, and even these appear to have been filled with people of that nationality. Hardly a trace of all these buildings remains at present, except some remains of a Dominican and a Franciscan cloister, which now form part of the bishop's residence and the Church of Oslo, everything else has been destroyed by wars and successive fires.

In August, 1624, Oslo was destroyed by fire. More than half of the town was consumed. This gave Christian IV. a very welcome pretext for decreeing the removal of the town to its present site, where it would be more protected under the walls of the fort against the frequent incursions and depradations from Sweden. After the last fire, the entreaties and prayers of the inhabitants to be allowed to rebuild their houses on the old foundations, along the old streets, were in vain. The king was inexorable. He came from Copenhagen on September 24, 1624, and personally superintended the laying out of the new town. In the diary of the King's journey is found the following entry: "27 Sept. H.M. was occupied laying out the new market town outside Aggershouse. 28 Sept. H.M. completed the foundation of the new town and it was called Christiania."

The topography of the town was, however, very different from what it is now. Take, for example, Stortorvet, the great market-place, where the statue of Christian IV. in the Cavalier dress of the period can be seen from Cook's office, that was a small lake which supplied the moats around the fort with water. Old maps show the sea as extending up to Our Saviour's Church and the Pippervik Bay came nearly up to the Storthing building. In the newly planned

town the citizens of Oslo and foreigners of "our religion" might freely chose building plots on condition that they build and move into their houses before Easter, 1625. Christian was a benevolent autocrat, and his town was certainly well planned and laid out. It extended from the Castle of Akershus in the south, which stood on the rock, where it now stands, to the farm of Aker in the north. It was fortified and surrounded by earthworks with bastions constructed by a Dutchman called in by the King. This work occupied eight years. There were six longitudinal and three transverse streets in that town. Two of those streets still bear the original names—Kongens Gade and Akersgaden. By royal decree all buildings and houses were to be built of stone. It appears, however, that jerry building must have been rife already then, because the royal decree was evaded and framework with wooden party walls and fronts of brick or only plaster were generally used in the construction of the houses of that period. It may therefore be readily understood that but few of those buildings have withstood the ravages of time. There is, however, one building which is coeval with the capital itself, the oldest building in Christiania, the Garrison Hospital in the Raadhusgade, built in 1626. Here was also the old market-place of the town, where criminals were flogged, and here stood the pillory which was removed about eighty years ago.

The space inside the fortifications of Christian's old town was, however, too limited for a growing population, and suburbs therefore kept growing up all around it. In spite of many successive conflagrations sweeping away hundreds of these tinder-box houses, the town was slowly growing, but evidently with but little planning or regulation. The first regular census took place in 1769, showing a population of 7,496 inhabitants. In 1800 it had 9,500, and in 1824, at the time of its bicentennial, it had only 15,360 inhabitants!

During the following decades the growth progressed more rapidly. In 1877 it had 77,000, and in 1894 it had reached 175,000. The last census of 1907 shows a population of 231,700.

The history of the capital of Norway has been marked by but few incidents of stirring importance. Charles XII.

specially when the sun is setting. Also at other times a walk along the old ramparts through the shady alleys of trees is very pleasant. Admission is obtained on application at the office of Feldttöimesteren in the lower fort, principally occupied by the armoury, containing a fine collection of ancient and modern arms, old banners and flags, &c. In the side tower coronation regalia and Crown jewels of Norway are kept. Admission free; gratuity to attendant optional.

Under the garrison church some old prison cells. Immediately inside the walls the penal prison for male convicts. In the lower fort, the house of the governor, the gymnasium and the arsenal, and the office where admission is obtained.

The University of Norway.—Three fine buildings at the head of Carl Johan's Gade, at the foot of the Palace Hill, erected in 1841–1851. The first building contains the lecture rooms, offices, &c. The central building, with a fine frieze by the Norwegian sculptor Skeibrok, contains most of the collections, some of which have, however, now been removed to the new Historical Museum. The upper building contains the library and reading-rooms. In front of the central building stands the statue of Professor A. M. Schweigaard, the Blackstone of Norway. During the summer vacation the collections are closed. In the garden at the back of the University there are a couple of wooden sheds in which are kept the Viking ships, namely, the Gokstad ship and the Tune ship. At the side of the laboratory the Oseberg Ship is kept in another shed. Open to the public Sunday, Monday, and Friday, 12–2. Any other time apply to the janitor. Gratuity optional. The first of these very interesting relics was found on the farm of Gokstad near Sandefjord in 1880; supposed to be about 1,100 years old. The dimensions are: from prow to stern 30·80 m., the keel 20·10 m., and width 5·10 m. This is the best preserved of the three ships, and gives a perfect idea of the old dragon ships in which the old Vikings crossed the North Sea. The Tune ship is kept in a smaller shed. It was found in the parish of Tune, near Sarpsborg, in 1867, and has evidently been of much smaller dimensions; it consists of mere fragments. The Oseberg ship is the last acquisition, but this is also much broken.

The Royal Palace, built in 1848. Admission to the

public when the Royal Family is not in residence. Apply in the basement in the southern wing. Fee, 1 kr. for a single person; for parties, 0·50 kr. each person. The Ball Room is a fine hall with Corinthian columns, the Dining Hall in Pompeian style; the reception hall and Throne Room and the King's Audience Room are very fine. From the roof of the palace fine view over the town.

The Storthing Building.—Admission any time when there is no meeting. Apply to the janitor in the basement. During meeting admission to the public gallery.

The Museum of Arts and Industries.—Corner of Ullevaalsveien and St. Olaf's Gade. Open every day from 12 to 3, except Saturdays. Admission 50 öre for one person and 25 öre each person for parties, at any other time. Fine collections of old and modern Norwegian jewelry, gems, gold and silver plate and ornaments, glass and porcelain, furniture, carvings, embroideries, cloths, &c., exhibited on three floors.

The National Gallery.—Established 1837 in the Government Art Museum, Universitetsgaden 13. Paintings by Norwegian and English masters. The Museum of Sculptures in the same building contains about 500 works, principally by Norwegian sculptors in plaster and marble. Collection of engravings and drawings—

Den Norske Heusflidsforening (The Norwegian Society for Home Industries).—Carl Johans Gade 45, ground floor and first floor. Admission free the whole day till 7 p.m. Fine collections of Norwegian objects of art, *i.e.*, rugs, embroideries and wood carvings, models, &c. Visitors can buy souvenirs here at very reasonable prices.

Norsk Folkemuseum (The Norwegian People's Museum).—An open-air museum at Bygdö. Very interesting collection of original old farmhouses and cottages brought from various parts of the country. Playgrounds for Norwegian national games and dances. In the evenings music and theatrical performances. Admission 50 öre for adults and 25 öre for children. Easiest reached by the Frames ferry to

Dronningen, the pavilion of the Yacht Club in Frognerkilen, immediately under Oscar's Hall. Excellent restaurant, favourite pleasure resort. Small steamer constantly running between island and mainland. A fine, wide avenue leads from the pier to

Oscar's Hall.—On an eminence commanding a beautiful view of the town lies the little royal pleasure châlet, erected by King Oscar I. in 1852. Contains interesting collections of pictures by Norwegian painters, statuettes in zinc by Michelsen of old Norwegian kings, court dresses and uniforms, decorations, &c. The building has lately undergone very thorough restoration, and has been taken over by the King. It is not open to visitors when the Royal family are in residence at Bygdö. Admission free; apply to caretaker. Gratuity optional. A road leads through the forest about 5 minutes' walk to

Gol's Stavekirke, which was brought from Gol, Hallingdal, on the Bergen Railway, in 1884, and re-erected here. It probably dates from the twelfth century. Around the church there are several fine old Norwegian farmhouses, fully furnished, from different districts. The finest of them is the old farmhouse of Hove in Telemarken dating from 1738, an excellent specimen of eighteenth-century style in Norway. The *Berdal Stabur*, a store house from the farm of Berdal, Telemarken, from the seventeenth century, is another fine old building also containing a collection of interesting old utensils and vessels. Besides these there is an old smoke-house from Kjelleberg in the Sætersdal and the Rolstadloft from the Gudbrandsdal.

Fredriksborg Tivoli.—Variété and café chantant, a much-frequented pleasure resort on a small bay within a few minutes walk. The main building was an old palace. Fine terrace with tables for alfresco entertainments. Fine views over the fjord.

Bygdönes Bath.—Another pleasure resort and garden restaurant close by. Return by the ferry-boat to town. On the other side of the town there is the favourite pleasure resort—

St. Hans Hougen (St. John's Hill)—reached by electric tram in 10 minutes. At the summit of the hill is the reservoir and an observatory with commanding views over Christiania, the fjord, the harbour, and the surrounding hills. Around the reservoir there is a fine park with a very good restaurant, where a band plays in the evenings. On the north side there is a bear pit with two bears which are great favourites of the visitors, to whose entertainment they contribute considerably. In other parts of the park there are small collections of wild animals.

Excursions.—To Sundvolden and Krokkleven and return in one day, by carriage. To Hönefos, by rail *viâ* Drammen and Hougsund, or by carriage *viâ* Sundvolden, and return in two or three days. To Sandviken, and return by carriage, half day.

First day. Railway to Eina on "*Nordbanen*," and to Aurdal (Frydenlund) or Fagernæs in Valders; drive to Sörum.

Second day. Steamer on Lake Spirillen, rail from Hen to Christiania. Or rail to Eidsvold, steamer on Lake Mjösen to Gjövik, drive to Odnæs and rail to Eina and Christiania.

Local Steamers to Oscar's Hall, Bygdö and Fredriksborg every hour, from Pipperviks-Bryggen, through Rosenkrantz Gaden, opposite the Grand Hotel.

Electric tram to Holmenkollen.

N.B.—Parties for drives and excursions start from Cook's Office 10 a.m. and 3 p.m. every day.

Voksenkollen Mountain Hotel.—A fine new establishment on the summit of Mount Voksenkollen seven miles from Christiania, 1,625 feet above sea-level. From the terminus of the electric railway at Holmenkollen, about 15 minutes by cab. Favourite summer and winter resort (see p. 65).

ROUTE XXVIII.

Christiania to Trondhjem by Rail.

The express train leaves Christiania for Trondhjem in the afternoon (3.15 p.m.) (during the season there is also a day train leaving in the morning and arriving at Trondhjem in the evening), passing several small stations to—

Eidsvold, 68 kilom. = 43 English miles, where it stops ten minutes, beautifully situated on Lake *Mjösen*. (Steamers to Lillehammer and Gjövik.) Passing eight small stations, we arrive at—

Hamar, 126 kilom. = 79 English miles. Twenty-five minutes allowed for supper. The line to Lillehammer and thence through the Gudbrandsdal to Otta branches off here. The steamers from Eidsvold, Lillehammer and Gjövik call here. This is the terminus of the broad gauge trunk railway built by an English company. The train for Trondhjem proceeds on the narrow gauge from this point. Running in a westerly direction, and passing several small stations, we arrive at—

Elverum, 158 kilom. = 99 English miles, situated on the River Glommen, which is spanned by a bridge. This place is little more than a village. The important fair of Grundsæt was held here. We are now in *Österdalen*, which we follow to *Röros*.

From *Elverum* the railway makes a long curve to the north, skirting the *Glommen*, through forest. Passing three small stations, we arrive at *Rena*, where the train stops twelve minutes. Passengers should see the interior of the Restaurant, where an interesting small collection of trophies, crystals, &c., will be found. The next stop is—

Koppang, 247 kilom. = 154 English miles, with three hotels. (The slow trains stop overnight at this station, going south. Twelve minutes for refreshments.) After four unimportant stations the road ascends steadily to—

Lille-Elvedal, 324 kilom. = 220 English miles. Close to the railway station lies the comfortable inn and posting station, *Slai*.

Posting route through Foldalen over the Dovrefjeld, *viâ* Jerkin, Aune, Sundalsören, to Christiansund and Molde.

Continuing under the lofty *Tronfjeld*, passing a small station, to—

Tönsæt, 347 kilom. = 217 English miles, surrounded by pine forest. Two good hotels. (The slow trains going north stop overnight here.) The air is said to be very invigorating at this favourite summer resort. Passing three small stations, we arrive at—

Röros, 399 kilom. = 250 English miles, an important mining town with 2,000 inhabitants, surrounded by large sandhills and barren plains. The copper mines were discovered in the sixteenth century, and are still said to yield good profit. The town is not visible from the station. Corn does not ripen at this altitude (2,060 feet), and cattle-breeding is the only source of living apart from the mining. During winter the cold is intense, the mercury frequently congealing and becoming malleable. The winter lasts quite eight months. The average annual yield of the copper mines is about two hundred and eighty tons of pure copper. The mines are owned by a company, whose counting-house is in Trondhjem. The receipts for the two

centuries the mines have been worked amount to about four million pounds sterling. The shares (Röros-Kukser) have at times been a very profitable investment. The most interesting of the mines is the *Storwarts-Grube*, originally Storvola, which has become perverted by the German miners. It may be visited, and is easily reached in one hour by carriole (9 kilom. = 5½ English miles).

The Röros station being a terminus, the train returns for about a hundred yards to the main line, and continues to the north across a monotonous and barren mountain plateau skirting the Glommen, which is quite small here. Passing the two insignificant stations of *Nypladsen* and *Jensvold*, we arrive about 2 a.m. at *Tvvold* (2,180 feet), where the most interesting part of the whole journey begins. The seats on the left side of the train are preferable.

The numerous small huts we have passed are hay sheds, and the tall fences along parts of the track have been put up to keep snowdrifts from blocking the line in winter. We now have a fine view of the valley of *Gula* (*Guldalen*), into which the train descends in wide curves. Continuing along the valley, and passing nine insignificant stations, the train stopping at four of them, although it is called "*Express*," we reach—

Slören, 510 kilom. = 319 English miles. Ten minutes allowed here for coffee. Restaurant at station. Hotel close by, with good rooms. Cook's coachmaster meets the trains. This is the starting-point of the overland posting routes over Mount Dovre to the *Gudbrandsdal*, the *Romsdal* and the *Sundal* to *Christiansund*, *Molde* and *Bergen* (see p. 174).

The remaining nine stations are of no importance, and are passed in 1½ hours.

The scenery is very beautiful as we approach the end of the journey, with fine view over the *Örkedalsfjord* and *Gulosen*. At one point, later on, a glimpse is caught of the grand Lerfos waterfalls to the right. Finally, the train passes through a tunnel under the old fortifications, and, continuing along the new line built over a part of the harbour, arrives at—

Trondhjem, 562 kilom., or 351 English miles from Christiania (p. 152), at 7.35 a.m. Hotel omnibuses and cabs at the station. Cook's interpreter may be seen on the platform.

In the reverse direction the express train leaves Trondhjem at 8.15 p.m., and there is also a day train leaving in the morning during the season. Stopping at *Stören*, a few minutes for tea, and at *Hamar*, twenty-five minutes for breakfast; arriving at Christiania at noon. Cook's Office opposite the Post Office.

The opening of the Ofoten Railway from Gellivare to Narvik has caused the Norwegian railway administration to make considerable improvements in the train services in connection with the Continental railways, and have actually succeeded in bringing Trondhjem 24 hours nearer to the Continent of Europe. Travellers leaving Hamburg, *i.e.*, on Sunday by morning express, 8.56 a.m., or Berlin 8.45 and 9.45—*viâ* Copenhagen or Sassnitz—can now reach Trondhjem Tuesday morning, the Tourist Steamer to the North Cape leaving 9 o'clock in the evening.

Kong Harald (Nordenfjeldske Steamship Company) leaves on Thursdays, connecting with the Newcastle steamers, and *Vega* (Bergenske Steamship Company) leaves on Tuesdays, connecting with the Hamburg steamers.

N.B.—B. & N. express steamers leave Trondhjem, 9 a.m., four times a week for the Lofoten Islands and Hammerfest in connection with the train from Christiania.

ROUTE XXIX.

By Rail from Christiania to Drammen, Hougsund, Hönefos, Randsfjord and Kongsberg.

Trains leave the west station twice a day for Drammen and Hougsund (142 kilom., or 88 English miles), in five to six hours. Hougsund is the junction of the lines to the Randsfjord and to Kongsberg. The scenery is very fine, especially between *Röken* and *Drammen*. At Sandviken the posting route to Hönefos diverges.

This route is rich in splendid scenery, embracing *Sundvolden*, the King's and Queen's View at the top of *Krokkleven*, the *Tyrifjord* and the fertile tracts of *Ringerike*.

Drammen, 24,500 inhabitants, on the fjord, is an important place for the export of timber and ice. Here is the junction between the lines of the coast to Skien, to the Lakes Randsfjord, Kröderen and Spirillen, and to *Kongsberg*. Very good buffet in the waiting-room.

Hougsund, 70 kilom. = 44 English miles. Passengers for Kongsberg change trains here.

Vikesund, 96 kilom. = 60 English miles. A branch line goes from this point to Lake Kröderen.

Hönefos, 124 kilom. = 78 English miles. Good hotels. Favourite headquarters for several excursions. Waterfall.

Randsfjord, 142 kilom. = 90 English miles. Large hotel.

to *Krokan*, close to the famous *Rjukan* falls (three-quarters of an hour's walk). An excellently kept hotel has been erected at Krokan by a company. The drivers and carriages of the *Hotels* may be recommended as the best for this tour. The Rjukan Foss (Reeking or Smoking Falls) is formed by the large *Maan River*, along which we have come from Strand, and is one of the finest in Europe (320 feet). The small hotel near the falls, erected by the Norwegian Tourist Club, and managed under the auspices of the Club, members having a preference as to accommodation, which was very limited, has now been removed and added to a larger and more commodious building on the new road which has been cut out of the rocks at *Fosso*, 25 kilom. The new hotel is called "Rjukan Tourist Hotel and Sanatorium." Guides for the various mountain excursions to Hollvik, 3·00 kr.; to Rauland, 9·00 kr.; ascent of Gausta, 8·00 kr. with supplement of 2.00 kr. if night spent at the refuge. A beautiful path leads through the forest to a summer-house with billiard-room. Grand views.

For the return journey a start should be made in the forenoon or afternoon, spending the night at one of the hotels down in the valley near the lake, as the boat leaves for Tinoset at 8 o'clock in the morning. Excellent fishing.

At Tinoset the carriages may again be resumed, and the route is retraced as far as the Church of Gransherred, whence we take the road to Hitterdal and Notodden. At Hitterdal stands a *Stavekirke* (church from the early Christian period in Norway). Steamer may be taken here to the Bandak Canal. Those going to Kongsberg make a rest of two hours at Notodden, and drive to Kongsberg *viâ* Jerngruben (a poor inn), Meheia and Saggrenden in five hours.

From *Notodden* a route goes to Skien and Larvik by the lake steamers *viâ* Ulefos, where they connect with the steamers to and from Dalen.

ROUTE XXXI.

From Christiania to Bergen, viâ Skien, the Bandak Canal, Dalen, Röldal and Odda.

A service of motor cars, each car with seats for five persons leaving in the morning in each direction between *Dalen* and *Seljeslad*, has been established, but, owing to the

limited number of cars, seats must be engaged in advance. By this service it is now possible to do the journey from *Dalen* to *Odda* in one day. The motor-cars will run all the way through to *Odda* from the beginning of the season 1913.

This route, which was opened in September, 1892, by the completion of the *Bandak Canal*, promised to become one of the favourite routes between eastern and western Norway, but owing to the great scarcity of good hotel accommodation, the tourist traffic has steadily decreased, and in consequence the hotels have not improved and the coachmasters have abandoned the route, travellers frequently being delayed for want of carriages. It is therefore necessary to make all arrangements before leaving Christiania. By means of this canal, direct and rapid communication has been established by steamer between the mouth of the *Skiensfjord* and *Dalen*, in the interior of *Telemarken*, a distance of about 150 kilom. = 94 English miles.

Although this canal is generally spoken of as the *Bandak Canal*, there are in reality two canals—viz., the Skien *Nordsjö* and the Bandak Canals, the former connecting the Lake Nordsjö with the Skiensfjord, while the latter connects the two large Lakes Nordsjö and Bandak. Both canals are navigated through a series of twenty-two locks, and, together, forms one of the finest canals in Europe. In no other part of Norway is an opportunity afforded of penetrating so far into the interior of the country by water. The canal is navigable for ships drawing seven or eight feet of water, and not exceeding a length of 110 feet. The scenery between Dalen and Odda on the Hardangerfjord is very grand. The entire distance being only 178 kilom. = 111 English miles, which can be done in two days if necessary, but four or even five days should be allowed, or it would be apt to be too fatiguing for ordinary travellers.

Leaving Christiania (see p. 217) by the express train for *Drammen*, 53 kilom. = 33 English miles, in through carriages, some splendid scenery is passed. At Drammen the railway (*Varlsbergbane*) to *Laurvik* and Skien branches off to the south-west, past the suburb of *Tangen*. Looking back the *coup d'œil* obtained is magnificent. The train ascends, slowly, the *Kobberviksdal*, passing—

Skouger, 63 kilom. = 40 English miles, the highest point on this line (250 feet).

Galleberg, 69 kilom. = 43 English miles.

Sande, 73 kilom. = 46 English miles, on the picturesque bay of that name, of which a good view is obtained to the left. Skirting the beautiful fjord, the train reaches—

Holmestrand, 86 kilom. = 54 English miles, a very prettily situated seaside resort, 2,553 inhabitants, sheltered by a high porphyry cliff, which rises like a wall behind the town. A short side-line branches off to Vittingfos, 30 kilom., passing through varied scenery, comprising broad farm lands, bogs, hills, lake, and forest. The stations look like pretty little red-painted dolls' houses. The railway makes a turn here, leaving the fjord, passing—

Nykirke, 96 kilom. = 60 English miles, and—

Skoppum, 100 kilom. = 63 English miles, near the Lake *Borrevand*. Here the short *Skoppum-Horten* line branches off to *Horten* on the Christianiafjord (see p. 139), passing the small station of *Borre*. The entire length of this line is only 5 miles (see *Norges Communicationer*), passing on the right the château of Jarlsberg, and on the left the town of *Tönsberg*, which is seen by the train running back and passing through a tunnel about 1½ miles in length. The next station is—

Tönsberg (see p. 139), 115 kilom. = 72 English miles, 9,331 inhabitants. This town is the oldest in Norway, and dates back to the ninth century, when it was founded by Harald Fairhair, the first King of Norway. The majority of the population is engaged in seafaring and shipping pursuits. The railway tunnel passes under the castle-hill, which commands a fine view of the town and neighbourhood. Proceeding to—

Sem, 121 kilom. = 75 English miles. After leaving this station the train crosses the *Oulf River*, passing—

Stokke, 128 kilom. = 80 English miles, and—

Raastad, 135 kilom. = 84 English miles. To the right lies *Gogstad*, where the *Viking ship* was found, which is now exhibited in the University at Christiania.

Sandefjord, 139 kilom. = 87 English miles, a popular seaside resort and watering-place with 5,023 inhabitants. A number of mineral springs are found here, especially sulphurous, saline, and chalybeate, and the sea swarms with medusæ (jelly-fish), used in the cure for rheumatism

(see p. 53). Sandefjord is charmingly situated on a branch of the Christianiafjord of the same name. Several giants' caldrons (*Jættegryder*) may be visited near the farm of *Aasen* and the *Vindalsbugt*, the largest of them 23 feet deep. At *Hjertnæs* there are several Bauta stones (ancient memorial stones). Crossing the River Laagen (or Lougen) on a bridge 183 feet long, after passing the small stations of *Jaaberg* and *Tjölling*, the railway passes through the suburb of *Thorstsand*, and, running through two tunnels, the train reaches—

Larvik (originally spelt *Laurvig*, which was the name given to the former earldom during the Danish *régime*, when it was the seat of the Counts of Laurvigen), 158 kilom. = 100 English miles, population 10,668. Famous baths and water cure (see p. 59). The railway station is on the quay, which is skirted by the train, affording fine view of the fjord (left side). Crossing the *Faris River* and ascending to the *Faris Lake*, the train runs along the west bank of the lake, passes through a series of short tunnels and the small stations of *Tjose*, 169 kilom., and *Aaklungen*, 182 kilom., then past several lakes and the stations of *Birkedalen*, 189 kilom.; *Eidanger*, 191 kilom., pleasantly situated on the fjord of the same name, arriving at—

Porsgrund, 195 kilom. = 122 English miles, population 5,214, on both banks of the broad *Skien* River, which flows out of Lake *Nordsjö*, and falls into the *Frierfjord*, 1½ miles below the town. Large porcelain factory here.

British Vice-Consul: Mr. Jas. Franklin.

Skien, 204 kilom. = 128 English miles, on the left bank of the river, population 11,891. The town, which was founded in the fourteenth century, has been repeatedly destroyed by fire (last in 1886). The principal industry is wood-pulp and paper. *Skien* is the birthplace of the poet and dramatic author, *Henrik Ibsen* (b. 1828). On a small island between two waterfalls, the *Klosterfos* and the *Damfos*, formed by the *Skien* River, stood formerly the *Convent of Grimsö*, founded in the eleventh century. A flight of wooden steps behind the railway station leads to the Manor of *Bratsberg* and its ruined chapel, whence a fine view can be had.

The steamers going up the canal and lakes leave the quay at the lock above *Damfos*, and ascend the river, passing through the three locks at *Löveid* (50 feet), and

after a run of an hour enter the Lake *Nordsjö* (18 miles long). To the right may be seen *St. Michael's Cave* (called by the peasants "*Mikkelshulen*"), 115 feet above the lake. In 1¼ hours more the steamer arrives at—

Ulefos, where it corresponds with the steamer going to Hitterdal and Notodden. Posting station and small inn near quay. Another small hotel lies about a mile and a half from the landing-place, and is called *Hotel Aaheim.*

Ulefos lies very picturesquely on the west bank of the lake, and on both banks of the *Eidselv*, or *Songa*, which has been dammed up above the falls. About a quarter of an hour from the pier is the beautiful waterfall, from which the place derives its name. There are a number of fine villas and substantial farmhouses, besides shops and industrial establishments, here. The construction of the canal has in many respects altered the aspect of the surrounding scenery. By the damming of the river the cataracts and rapids of the *Trangfos* have been transformed into a single large artificial waterfall. Owing to the heavy and continuous rainfall in the autumn of 1892, immediately after the opening of the canal, the river swelled to such an extent as to overflow the dam, and inundate the entire country between *Ulefos, Lundefarel* and *Strengen*, sweeping away haystacks and farmhouses, the roads being indicated by the long lines of telegraph posts, only the tops of which were visible. About half-way lies the church of *Lunde.* At Strengen the steamer enters the lake *Flaavand*, which, by means of this new canal, has been connected with the *Hvidesjö* and the *Bandakswand.* 15 kilom. from *Strengen*, at the west end of the lake, the steamer runs into the narrow *Fjaagesund* soon after entering the *Hvidesjö* (185 feet above the level of the sea). The scenery becomes gradually finer. To the right rises the towering *Brokefjeld* (3,600 feet), and to the left the bare *Roboltfjeld* (3,400 feet), while to the west, near *Lake Bandak*, the lofty peak of the *Rauberg* closes the horizon. At the upper end of the lake lies the forest-covered island of *Bukö*, beyond which the steamer steers into the narrow *Sundkilen*, passing the drawbridge which spans the entrance. A charming view opens out over a number of fertile farms. After calling at *Kirkebö*, the steamer returns, repasses the drawbridge, and, turning to the right, runs along the shore, entering the narrow channel of *Skarperudströmmen*, between *Spjotsodden*

and *Smedodden*. It then enters *Lake Bandak*, the grandest of the Telemarken Lakes. Depth, from 600 to 700 feet. Passing on the left the small island, *Bandaksö* and *Apuldslö*, the mountains assume grotesque shapes, and, further on to the left, the *Kassen* (the box) and "*St. Olaf's Skib*" are passed. On the right bank the steamer calls at *Trisel*, in *Laurdal*, beautifully situated, and proceeds to *Bandaksli* on the south side. On the north side the weird form of "*Munken*" (the monk) is plainly visible.

About 1½ hour after leaving *Trisel* the steamer arrives at—

Dalen, the terminus of the Bandak Canal and Telemarken route. Dalen is a prettily situated village near the mouth of the *Tokke River*, consisting of a few farmhouses, the Grand Hôtel Dalen, and three or four small hotels and their annexes. Several new roads have been constructed. From Dalen a new high-road leads along the river to the famous gorge of *Ravnedjuv* and *Eidsberg*, connecting with the posting route *viâ Sandaak* in *Nesland*. To any one having time to spare this excursion can be recommended. The new road to *Odda*, which is the shortest, and along which are found the best and most comfortable quarters, leads over the *Börteheia* and *Vinje*. This road at first runs along the *River Tokke* for some distance up the valley, then turns to the left into a wild gully, called the *Rokkedjuv*. The road ascends in windings along the steep, overhanging rocks, affording occasional glimpses of the foaming and seething cataracts formed by the river, far below.

Moen, 15 kilom. Very poor station. Horses seldom changed here. Emerging from the gorge, the road runs along the lake *Börlevand*, a beautiful sheet of water surrounded by pine-covered slopes and mountains.

Continuing along the west bank of the lake, the Börte Hotel, 25 kilom., is reached; this is a very convenient place for luncheon or breakfast by the automobile route; then the road ascends the *Börteheia*, a big hill, and descends on the other side to *Vinje*, a poor farm. The *Flaatebunnt* comes into view in the north, and is seen during the rest of the journey. The road crosses the *Grungedals River*, then turns sharply to the west, and reaches the beautiful lake *Grungedalsvand* (1,600 feet). Good fishing.

Rui, 24 kilom. The road skirts the picturesque but shallow lake *Grungedalsvand*, affording fine view of the lofty *Gurifjeld*.

Haukeli hotel and posting station, 11 kilom. This hotel was entirely destroyed by fire last winter, and will not be rebuilt. Crossing the foaming and rapid *Geislaus River*, the road follows the left bank of the *Flaathyl River*, passing within sight of the fine falls of the *Vafos* descending from the *Nedre Langeidvand* in a series of bold leaps. After having forced its way through large boulders and rocks, the *Flaathyl River* forms a number of deep pools (Höl).

Botnen, 26 kilom. Fine views over the lakes. Good quarters and excellent fishing, free to the guests of the Hotel Botnen.

From Botnen to Stavanger.—A pedestrian route leads to the south-west to *Fordbrække*, 45 kilom. = 32 English miles, made by good walkers in 14 hours, whence *Roaldkvam* on Lake *Suldal*, 7 kilom. = 4½ English miles, can easily be reached (see p. 142).

The road skirts the Lake *Vaagslivand*, passing the farm of *Vaagsli* on the right, Hotel Haukeli Grœnd (kept by Thjorbjörg Seljestad, suitable for a prolonged stay) on the left, 27 kilom., and the Lakes *Arrebuvand* and *Evenbuvand*. The region now becomes rather bleak and barren, only a few scraggy trees relieving the monotony of the moorland. The road continues to the right up the hill, reaching a point commanding a fine view of the surrounding peaks, among which the most prominent are: *Vasdalseggen* (6,000 feet), *Kistebunuten*, *Kalvaasheia*, *Sveien* and *Kjelalind*. The vegetation becomes very scant; trees disappear entirely, and the surroundings assume the desolate character of the mountain plateaux and wild tablelands of Norway.

Haukeli Sæter, 18 kilom. = 11 English miles, the route continues, joining Route XXX. to Odda (see below).

ROUTE XXXII.

Overland from Christiania to the Hardanger viâ Kongsberg.

Christiania-Odda, 402 kilom. (250 English miles); Christiania-Kongsberg by railway, 98 kilom.; Kongsberg-Odda, 209 kilom., by carriage in four days.

This is the second newest of the four great Overland Routes from Christiania to the west coast, the road being

only completed in 1886. Like everywhere else in Norway there is also plenty of fine scenery along this route, but the accommodation is not so good as on the Valders or Gudbrandsdal routes, and since the completion of the Bandak Canal and the road from Dalen to Botnen, it is not used much by tourists. The first station from Kongsberg is—

Landsverk (Sauland), 19 kilom. = 12 English miles. Poor quarters. Two kilom. farther on, *Hotel Lövheim*. Ascending the valley, the scenery becomes finer, and, passing Lake *Hjærsjö*, the next station is—

Skeije, 17 kilom. = 10½ English miles. The road now commences to ascend the watershed between the *Hjærdal* and *Flatdal;* the latter of these valleys is connected with one of the most interesting legends (the Flatdal Sagn). Pass the beautiful lakes of Flatdal and Siljord to—

Utböen, 26 kilom. = 16 English miles. The route leads on to the north-west, through the Morgedal, where the stations are rather poor, to—

Haugen, or *Berge i Brunkeberg*, 23 kilom. = 14 English miles, whence it continues in a straight line through mountain scenery to—

Damot, 16 kilom. = 10 English miles, near the Hyllandsfos.

Heggestöl, 14 kilom. = 9 English miles. Crossing the Grungdals River on a high bridge, next pass through some fine scenery along several lakes to—

Nyland, 13 kilom. = 8 English miles. Many of these lakes abound in fish, and attract large swarms of sea-gulls, which are constantly seen diving after their prey. The route leads along the lake (Grungdalsvand). The rest of the route is somewhat monotonous to—

Botnen, 26 kilom. = 17½ English miles. Favourite place for sportsmen. Good shooting and fishing. After passing some lakes the surroundings become rather barren and trees disappear entirely.

Haukeli Seter, 18 kilom. = 10 English miles, at the east end of the Staavand (3,085 feet), a mountain châlet affording good accommodation. The surrounding peaks and even the plateau are sometimes covered with snow until late in August. The next stage is rather long, but the road is excellently constructed, and passes a number of châlets, and finally descends the face of the mountain in corkscrew curves, with fine view of Lake Röldal to—

Gryting, 30 kilom. = 19 English miles, near which lies the *Hotel Röldal*, while about three miles farther on at the foot of *Horrebrækkerne* lies :

Hotel Breifon and the new *Hotel Solfon*, at the point where the road branches off to Lake Suldal and *Stavanger*. Here is the dinner station of the automobile route, and—

Seljestad, 28 kilom. = 17½ English miles, is the terminus for the present. Carriages hence to—

Odda, 26 kilom. = 16 English miles (see p. 118).

ROUTE XXXIII.

Railway to Charlottenberg (and Stockholm).

The express trains for Sweden leave Christiania from the east station 6.55 a.m., arriving at Stockholm 10.5 p.m., and the night express leaves 6 p.m., arriving at Stockholm 8.4 a.m., following the same line as the *Eidsvold* trains as far as—

Lilleströmmen, 21 kilom. = 13 English miles, where the line to *Kongsvinger*, 100 kilom., branches off to the south-east, and continues through ordinary rural scenery, past the town of *Kongsvinger*, to the last station in Norway.

Kongsvinger, 100 kilom. A small market town, 1,400 inhabitants, situated on the east side of the river Glommen, spanned by a long bridge from the railway station. Above the town the fort, from which it derives its name.

Magnor, 133 kilom., shortly after which the frontier is crossed, and the train reaches—

Charlottenberg, 142 kilom. = 89 English miles, and thence to Stockholm, 575 kilom. *viâ* Kil-Laxå, and 605 kilom. *viâ* Kil-Ludvika.

ROUTE XXXIV.

Trondhjem to Storlien (and to Östersund and Stockholm).

From **Trondhjem** to **Storlien**, 106 kilom. = 66 English miles, in about five hours. To Stockholm, 854 kilom., 534 English miles, in thirty-six hours.

The best train leaves Trondhjem 8.35 a.m., arrives Storlien 12.50 p.m. (custom house and dinner), and Stockholm 8.11 the following morning from middle June to end of August.

Leaving Trondhjem by the *Meraker* railway, we pass the church of Lade and three insignificant stations to—

Hommelvik, 23 kilom. = 14 English miles, where large quantities of timber from the extensive forest districts of Jemtland, in Sweden, are shipped.

Posting route to *Höby* on the Stelbo Lake, 24 kilom. = 15 English miles, two stations.

After passing through a small tunnel we reach—

Hell, 32 kilom. = 20 English miles. Branch line to Levanger and Stenkjœr was opened in the autumn, 1902, and is now completed to Sunnan (see p. 167).

Posting Route from *Sandferhus* to *Levanger*, *Stenkjær* and *Namsos*, now of no use since the completion of the railway.

The journey is continued through a wild and sterile tract past three stations of no importance to—

Meraker, 81 kilom. = 34 English miles (720 feet), the last station in Norway. Near Meraker is an old copper mine, which has been abandoned for many years, but is now again being worked. After leaving Meraker we have a fine view of distant mountain peaks, among which *Areskutan* raises its snow-covered top. The Swedish frontier is then crossed, and we reach—

Storlien, 106 kilom. = 66 English miles. Near this station (the first in Sweden) is a permanent Lapp encampment.

ROUTE XXXV.

The Railway from Christiania to Gothenburg, viâ Fredrikshald.

From Christiania to Fredrikshald, the Norwegian *Smaalens* Railway, in about five hours; from Fredrikshald to Gothenburg by the Swedish "*Berglagsbana*," in about nine hours. The whole distance is 356 kilom. (222 English miles).

The finest scenery is passed along the Christianiafjord, the principal stations being *Moss*, 60 kilom.; *Fredrikstad*, 94 kilom.; *Sarpsborg*, 109 kilom. Near the latter are the Sarpen waterfalls.

Crossing the Glommen, with fine view of the Sarpen

Falls, we continue past a number of unimportant stations through a rather monotonous and dreary country, up to—

Berg, 131 kilom. = 82 English miles, where the scenery begins to improve, next reaching—

Fredrikshald, 136 kilom. = 85 English miles, 12,263 inhabitants, beautifully situated on the Tistedal River, under the lofty mountain on the summit of which is the fortress of *Fredriksten*, so honourably associated with the history of the Wars of Defence which the Norwegians had constantly to fight against their aggressive Swedish neighbours under their warlike King, the famous Charles XII. The town and fortress were several times besieged by Swedish armies, which were always repulsed with great bravery by the inhabitants who joined the soldiers. In 1718 the gallant commander, Colonel Barthold von Landsberg, held the fortress against Charles XII., who had been repulsed ten years before with great loss, and had now laid siege to Fredrikshald, determined to avenge his former defeat. The Swedish trenches were approaching the walls, and the small fort *Gyldenlöve* was already in their hands, when, one day, according to the accepted historical account, the King carelessly exposed himself and was shot. The siege was at once raised, and the Swedish army retired carrying their dead king with them across the mountains. In 1860 the Swedish Army erected a monument on the spot where the King fell. A theory has of late been advanced, backed up by strong circumstantial evidence, that the bullet which caused the death of Charles XII. was fired by the hand of an assassin. In 1814 the fortress was surrendered in accordance with the Treaty of Moss, and was occupied by Swedish troops for a short time. In 1906 the fortress was dismantled in pursuance of the Karlstad treaty of 1905, when the union between Norway and Sweden was dissolved.

A magnificent view is had from the ramparts.

Steamers to *Gothenburg* and *Christiania* leave every day except Sundays.

The rest of the stations are of no interest. *Kornsjö* 168 kilom. = 105 English miles, is the last station in Norway. Shortly afterwards, passing the bridge—

Högensund, the Swedish frontier is crossed, and we reach the first station in Sweden.

Mon, 177 kilom. = 113 English miles. Custom House station. Traversing a barren moor, we reach—

Ed, 189 kilom. = 118 English miles. Restaurant and dining-room. The train in the reverse direction arrives at the same time. A small statue of **John Ericson**, the great engineer who died in 1889, in the United States, stands close to the station.

Beyond *Ed* the country is almost devoid of interest, consisting of marshes and bogs, up to—

Mellerud, 233 kilom. = 146 English miles, where we enter the Bergslagarnes Railway. This is the junction for the line to *Sunnanå* on the *Lake Venneren* (3 kilom.), the north line to *Köpmansbro*, the starting-point of the route on the Dalsland Canal, *Amål* and *Kil* near *Karlstad*, or to the south *viâ* Erikstad; *Brålanda* and *Frändefors* to—

Öxnered, whence another line to *Vennersborg*, and *viâ Herrljunga* to *Falköping*, 33 kilom. = 20 English miles.

From *Falköping* the journey may be continued to Stockholm, Malmö and Gothenburg.

From Fredrikshald to Stockholm, 556 kilom. = 347 English miles; *viâ* Oxnered and Herrljunga, 585 kilom. = 366 English miles; *viâ* Olskroken, 674 kilom. = 421 English miles; to Gothenburg, 220 kilom. = 150 English miles; to Helsingborg, 485 kilom. = 278 English miles; to Malmö, 518 kilom. = 335 English miles; to Copenhagen, *viâ* Helsingborg and Elsinore, 513 kilom. = 320 English miles.

The *Bergslagarnes* Railway continues to Trollhättan Falls and Gothenburg, whence steamer (in 4½ hours) to Fredrikshavn in Jutland, and the Swedish West Coast Railway continues to Helsingborg, where a ferry connects it with the Danish Railway from Elsinore to Copenhagen (see p. 251).

SPITSBERGEN.

In 1891 a small steamer from Hammerfest made the first tourist trip to Spitsbergen.[1] To the Orient Company, however, the honour is due of having inaugurated the first pleasure cruise from England by the S.Y. *Lusitania* in 1895, and of having continued to send their splendidly equipped

[1] Spitsbergen—pointed mountains—is a Dutch word; it is therefore erroneous to spell it with "z".

cruising steamers every season up to 1904, when the *Ophir* made her last cruise to the Arctic Archipelago. Since then the S.Y. *Vectis*, the well-known, magnificent pleasure steamer of the P. and O. Company has continued to visit Spitsbergen. In 1906, the Bergenske SS. Company, of Bergen, and the Nordenfjeldske SS. Company, of Trondhjem (B. & N. Line), who have for thirty years successfully maintained the tourist service to the North Cape, commenced cruises to Spitsbergen which are announced to be continued. Besides, several steamers from other countries and a number of private yachts visit the islands during the season. Spitsbergen may therefore be considered fairly within the beaten track of the tourist traffic to the North. The Midnight Sun is visible at the North Cape to the end of July, but remains above the horizon till the 1st of September at Spitsbergen, and July and August are the most favourable months for a visit to the islands. The attractions which have brought this newest of all the tourist fields so rapidly into prominence are the mild climate during the short summer, and the pure and salubrious atmosphere, together with the general interest awakened by the various Polar expeditions which are pushing onward towards the North Pole with unabated vigour and perseverance. Spitsbergen has for many years been the base of these expeditions, both nautical and aeronautical.

In 1897, on July 11th, the Swedish aeronaut, Solomon André, made his daring and ill-fated ascent from Danes Island, accompanied by Strindberg and Fränkel, and in 1909 Wellman was making preparations for his ascent. The preparations have involved the building of sheds, workshops, and houses for a number of engineers and workmen. The ascent was, however, a failure, the balloon being wrecked immediately after starting. The discovery of coal-fields has also resulted in the establishment of quite a colony of miners from England and Norway on Advent Bay, which boasts the name of "Advent City." Several cargo steamers keep up a service between the islands and the mainland, which can no longer be said to be entirely uninhabited.

An increasing number of whalers and Arctic hunters are also visiting the islands during the season. These circumstances have greatly enhanced the interest and done away with the risks of pleasure cruises in the Arctic Sea.

whalers ceased to visit Spitsbergen, but recently the Norwegians have successfully attempted to renew the pursuit of the *Balænopteraboops*—the "right whale"—which is again on the increase.

The Russian "Pomory" (inhabitants of the Murman coast) are the only people who appear to thrive during the Arctic winter. The patriarch of Spitsbergen, the Pomor Staroschin, spent no less than thirty-two winters (fifteen being consecutive) in Spitsbergen, dying of old age in 1826. Since 1830 the Russians have ceased to visit the islands.

All the modern expeditions—Swedish (1890, 1892, 1896, and 1898), German (1889 and 1891), French (1892), Austrian (1891, 1892), and British (1894, Fielding)—were sailing expeditions, and confined their attention entirely to the coast. In 1892 M. Rabot made the first serious attempt to penetrate the interior from the head of the Ice Fjord, exploring a part of the *Sassendal*. In 1896 Sir Martin Conway led an expedition which crossed Spitsbergen for the first time and surveyed the region between the Ice Fjord and Bell Sound; and in 1897, accompanied by Mr. Garwood, he crossed the glaciated area north of the Ice Fjörd and ascended Horn Tind (Tind, Norw. Peak). André made his ascent, already referred to, at the same time. In 1896 a couple of Norwegian steamers maintained a weekly tourist service between Hammerfest and Spitsbergen, and a small tourist inn was erected at Advent Bay.

Geography.—The group of the islands called Spitsbergen are situated in the Northern Polar Sea, almost midway between Greenland and Nova Zembla, in 76° 26′–80° 50′ N. and 10° 20′–32° 40′ E., 400 miles from the North Cape, comprising the six large islands of West Spitsbergen or New Friesland, North-East Land, Edge Island, Prince Charles Foreland, Wiche Island, and Barents or Bear Island (the latter can hardly be said to belong to the group, as it is about half-way between the same and Norway), besides a number of smaller islands separated from the main group by narrow straits. The group is connected by a submarine ridge with Scandinavia and Franz Josef Land. The eastern islands are covered with an immense glacier, and the coast is always ice-bound. The western islands, on the contrary, enjoy a much milder

climate, and the sea up to the north-western angle of the main island is open during the summer. The interior is covered with a sheet of ice from 300 to 400 feet thick, slowly moving towards the east; thus the western region has been cut up into huge fissures, while rugged mountains and peaks rise high above the icy plateau. In this region is situated Mossel Bay and Magdalena Bay, "the pearl of Arctic scenery." Farther south are "The Seven Icebergs," with a grand névé reaching east nearly to Wood Bay and north to Cross Bay.

No nation claims sovereignty of Spitsbergen; it may therefore be said to be "no man's land," but owing to the increasing traffic an international commission is now considering the question of placing the islands under some sort of control. There are no trees in the islands, only some stunted, shrubby growths, no vipers, and very few insects. Over 130 species of flowering plants have been found, and animal life is very prolific, the Arctic species of birds, mammals, and fishes being well represented, there being no less than 28 species of birds, among which are the snow-grouse and eider-duck.

ROUTE XXXVI.

Cruise of the Tourist Steamers.

Leaving the North Cape early in the morning, the Tourist steamers shape their course in a north-westerly direction, and towards evening arrive at—

Bear Island (Barents Island), also called Beeren and Cherry Island, 74° 30′ N. and 19 E. The island is rocky and mountainous.

The west coast is not covered with an ice sheet, but has a large glacier extending down to the sea on the east coast. It was first geognostically examined by Keilhau in 1827, and afterwards by L. v. Buch in 1848. In 1852 a Norwegian fishing vessel was shipwrecked on the island, and the crew wintered there, thinking they were on one of the Lofoten Islands, the climate being mild, and there being plenty of all kinds of game. In 1868 the island was occupied by a Swedish expedition. Norwegian whalers

and Arctic hunters have kept up a depôt on Bear Island until recently, when Mr. Lerner, a German explorer, is said to have acquired their storehouses by purchase with the idea of exploiting the rich coal and phosphate deposits. This enterprise was keenly watched by the Russian Government, and the Russian gunboat *Rurick*, patrolling the Archipelago, called at the island, where the German flag had been hoisted. Russia addressed a Note to the German Government, who, however, disclaimed all knowledge of the enterprise.

The mountain ridge on the south coast is 1,200 feet above sea-level, but Mount Misery, the highest peak, reaches an altitude of 1,600 feet. The superficial area of Bear Island is 50 square miles.

After leaving Bear Island, the north-westerly course is continued towards West Spitsbergen, and early in the morning on the second day the South Cape (Point Look-out) is sighted. The course continues along the west coast of the main island to—

Horn Sound, with the famous *Horn Tind* (4,560 feet) ascended by Sir Martin Conway. A series of peaks rise out of a mountain range which forms the backbone of the island. Towards the evening *Bell Sound* and *Recherche Bay* (also called Joseph's Bay and Schoonhoven) are reached.

Adventure, or *Advent Bay*, is reached after crossing the *Ice Sound*. On the third day an excursion occupying the whole day is generally made. This is a most interesting district, and constitutes the temperate belt of Spitsbergen. It is penetrated by green valleys and filled with rounded hills and small glaciers. Here most of the reindeer are found. This area lies between Coles (Coal) Bay, *Low Sound* (Van Mayen Bay, Kok River), the Valley of the Shallow River, and Advent Bay. In the north Mount Walrus rises. A visit is generally made to the miners' camp, where coal-mining is carried on.

Proceeding towards the north, along Prince Charles Land, a long, narrow strip of land divided from the main island by the Foreland Sound, bold Alpine peaks and cone-shaped mountains rise high above the steep shore with its inaccessible glaciers. Seen at a distance in the lurid light of the Midnight Sun, it appears like a wall of silver surmounted by numerous pinnacles and spires rising out of the deep blue sea.

Sassen Bay and the Sassendal, frequently visited by shooting parties from the Tourist steamers, some of which make a stay of 24 hours for that purpose.

"The Seven Icebergs" are a series of fine glaciers which extend from the head of Cross Bay towards the north-west angle of the island, a region of bold peaks and glaciers in the midst of which is *Magdalena Bay*, "the pearl of Arctic scenery."

Smeerenburg, the old whaling station called Blubber Town by English whalers, was situated on a point of *Fair Haven*, or *Dutch Bay*. The old burial-place still remains. To the south lies Danes Island. On Virgo Bay is situated Wellman's Camp and the balloon-house.

The steamers generally proceed from this point north until the Polar ice-pack is reached, which varies every year. Last year it was reached at 81° 1′ 11″ N. Lat.

Nova Zembla, Franz Josef Land, Jan Mayen Land and Greenland,

Have been added to the map of Scandinavia in the present edition in order to show the relative positions of the various Arctic countries, but there being no regular steamer services or pleasure cruises that touch these places, it would hardly be necessary to give any description of the same. In case of private parties wishing to visit any of those places, a whaler or sealer must be chartered for the purpose. It should, however, be noted that special permits are required for entering Russian territory. The same also applies to the Danish province, Greenland, which has been closed against all foreign visitors.

DENMARK.

Introductory.

A visit to Denmark generally forms part of a Scandinavian tour. Before the new steamship lines were open to the west coast of Norway the principal part of the tourist traffic between England, the Continent, and Norway passed over Copenhagen, or Vamdrup and Fredrikshavn, and through Sweden; but during the last few years the communications between England and Norway have been so much improved that a large proportion of the passenger trade has been diverted, and is now finding its way through more direct channels, offering greater facilities and cheaper fares. Still, there always will be large numbers of travellers who do not go direct from English ports, but take a tour in Scandinavia, as a part of a more extensive programme, of which the spring would be spent in visiting the south of Europe, that being the most suitable time, and when the heat of July and August sets in would find the bracing air, the fresh verdure, and the grand scenery of the north more conducive to health and pleasure. This applies especially to American tourists, who wish to see the whole of Europe before they return to the United States. To this class of travellers Denmark is quite *en route*, and a visit to its grand old capital, so beautifully situated on the Sound, so rich in memories of the past, will be found a fitting introduction or finish to a tour in Sweden and Norway.

The recent improvements in the grand services of ferries which form the connecting links between the Danish Isles, across the Little and the Great Belt, across the Sound with Sweden and Norway, and across the Baltic with Germany, the great reduction in railway fares, and the perfect ease and comfort enjoyed on the railways, steamers, and at the hotels, the milder charms of the beautiful scenery of Denmark forming a pleasant contrast to the more rugged

Jutland was covered with extensive coniferous forests. On the islands, and especially on *Sealand* (Sjælland), there are splendid beech forests.

Only half an hour's journey by the railway north of Copenhagen lies the grand deer park (*Dyrehaven*). In no other part of the world do beeches reach such perfection as here. They seem hardly to belong to this latitude, but rather remind one of the mammoth trees of California, some of them being sufficiently large to afford shelter and shade to an entire battalion of soldiers under their spreading branches and luxuriant foliage.

Large flocks of deer may be seen grazing in the clearings between the clusters of giant beeches, and it may easily be understood that *Dyrehaven* is one of the most favoured places by excursionists from Copenhagen. On Sundays large crowds of excursionists swarm into the forest, coming by road, in carriages, brakes, and carts, on foot, by rail and by steamer, picnicking under the trees, singing and laughing while bands are playing. On such occasions the antlered denizens of the forest retire into its most remote recesses, and only make their reappearance after the glades of the forest have resumed their wonted sylvan repose and after the last sounds of the merry holiday makers have died away and darkness shrouds the clusters of giant beeches. There are fine roads leading through the park and paths lead in every direction. On week-days quite a different class of visitors may be seen driving through the forest in landaus, or seated under one of the grand trees, and of these the deer take no notice.

The large Grib Forest (*Grib Skoven*), somewhat further north in the island, presents quite a different character. It is reached from the town of *Hillerød* on the Northern Railway, "the Danish Versailles," which owes this appellation to the grand historic castle, *Fredriksborg*, surrounded by charming forests and lakes like a precious jewel in a magnificent setting (see p. 256). Here the trees do not stand in groups and clusters separated by glades and wide clearings as in the Deer Park, but in close arrays of dense masses, their branches intermingling above the roads and paths leading into the secluded solitude of its depths. The only sounds which break the silence are the twittering of the birds, the soft cooing of the wood-pigeons, and the subdued murmur of distant

springs. In the centre of the forest lies a placid lake, its smooth surface reflecting the streaks of sunlight which penetrate the foliage of the overhanging trees, or the graceful form of a royal stag drinking its cool water.

On the other side of the forest the view opens over a larger lake, the charming Lake Esrom, on the opposite bank of which lies a royal palace surrounded by a splendid park adorned with many beautiful statues in marble and bronze by famous Danish sculptors. This is Fredensborg Palace, sometimes the summer residence of the Danish Royal Family and Court, and of special interest as the place in which have been held the family reunions of the leading royal houses of Europe, with whom the Royal House of Denmark is allied by the closest ties of relationship (see p. 250).

In the southern part of the Island of Fühnen (Dan. *Fyen*), and on some of the smaller islands, the scenery is very charming, especially around the old town of *Svendborg*, presenting all the characteristic beauties of forests, lakes, and meres, with hills and valleys, which may be described as "The Alpine District of Denmark *en miniature*," although the highest hill in Denmark is not more than 550 feet in height.

Denmark has no rivers that are navigable by larger vessels. The *Gudenaa* in Jutland is the largest, having a course of 80 miles, and it is the only salmon river. The Kolding- and Veile-Aa (Aa = river), also in Jutland, flow into the Cattegat, besides the Konge-Aa and Varde-Aa, which flow into the North Sea, and a number of smaller streams. In Sealand the largest are the Sus-Aa and the Mölle-Aa, and in the Island of Fühnen the Odense-Aa, about 40 miles long, is navigable for barges only.

There are a number of moors and bogs, especially in Jutland, the largest being the Great and Little Vildmose on the Limfjord.

The Dunes. — Along the west and north-west coast of Jutland stretches a belt of sand-dunes, from ¼ mile to 7 miles wide, and about 200 miles in length, from *Blaavandshuk* to the Scaw (Skagen). This was, until recently, a desolate region, a desert, where only a very sparse population led a nomadic existence. Lately, however, large tracts of this sand waste have been converted into pastures and plantations by irrigation and

fish manure. Other extensive sand plains have been changed into moors, covered with heather and moss. Even a small forest has been planted and cultivated by great perseverance and patience. The Scaw, a town of 2,400 inhabitants, the chief fishing port of Denmark, lies like an oasis on the border of the belt of dunes and the extreme flat point of Jutland, called *Grenen* (the branch). The old town faces the North Sea and the new town the Cattegat, separated by sand-hills and about 2½ miles apart. In the new town are two good hotels for tourists. Sand-hills are seen everywhere among the houses; the inhabitants wade in sand ankle-deep in the long main street, which is almost the only thoroughfare in the town, and the so-called gardens are only tiny patches of sand as large as good-sized tablecloths, and enclosed with trellis-work, where a few poor little flowers and grasses lead a miserable existence sheltered by bits of broken potsherds. Yet the people of the Scaw are proud of their gardens, and it is quite pathetic to see the love and care they devote to their cultivation. Everywhere the visitor is reminded of the sea. An outhouse may be seen with a roof made of an old fishing-boat with the keel turned up, while the family pig is lodged in the cabin of a stranded ship, and the house of the bailiff is decorated with the name-boards of wrecked vessels. Formerly the inhabitants chiefly lived on wreckage, this being the beginning of the dreaded "Iron Coast" of Jutland. One and a half miles to the north stands the new lighthouse, 145 feet high, from the top of which a wide view may be had of the surrounding country and the meeting of the waters of the North Sea and the Baltic, which is plainly discernible, being marked by a line of white foam. The visit to the lighthouse, the aim of all tourists, should be made shortly before sunset, when the view over the dunes, the town, the beach with the home-coming fishing-boats, and the sea, is superb. This is quite a world by itself, and of peculiar interest to tourists in search of new experiences. The characteristics of this "world of dunes" have been impressed upon the people, and their countrymen in the south declare that they can always tell a man from the Scaw by his wading gait. They are fearless seamen, hardy, good-natured, and courteous to strangers.

It will be seen from the foregoing that Denmark is a

country of diversified interest and well worthy of a visit by the tourist. The climate is very much the same as that of the British Isles.

ROUTES TO DENMARK.

The least expensive routes from London are :—

The Great Eastern Route, *viâ* Harwich, in connection with the United Steamship Company's large, fast, and comfortable steamers to Esbjerg, sea passage 20 to 24 hours ; and in connection with the General Steam Navigation line to Hamburg, sea passage 20 hours.

The Great Eastern Route, *viâ* Harwich, Hook, Hamburg, and the South-Eastern Route, *viâ* Queenborough, Flushing, Hamburg.

The Finnish Line of Royal Mail Steamers from Hull.

From the Continent the cheapest route is by steamer from Lübeck every day to Copenhagen.

From Hamburg, *viâ* Kiel-Korsör, *viâ* Vamdrup-Fredericia, and *viâ* Lübeck-Warnemünde-Gedser every morning and night, with sleeping-car.

From Berlin the most frequented route is *viâ* Warnemünde-Gjedser, sea passage 2 hours. On this route large steam ferries are running in connection with the through service, taking the railway carriages on board, enabling passengers to remain in their carriages the whole journey between Copenhagen and Berlin. This will specially be appreciated on the night service, which will be provided with sleeping cars.

Information with respect to all the above routes may be found in Cook's Continental Time-Tables.

On the way from Harwich, a few miles from Esbjerg, the steamers pass the island Fanö, reached from Esbjerg by small steamers in a quarter of an hour. Nordby, where the passengers are landed, is a small fishing town. The women still wear the old national dress—dark-blue skirt with green border, a tight-fitting bodice, and coloured kerchiefs round the head.

Fanö has lately become a favourite seaside resort, and Londoners and people from the southern counties of England, will find this quieter and less expensive than most of the seaside places in England.

"Fanö Nordsöbad," the North Sea Baths, has three large hotels with good accommodation.

Esbjerg, a quaint little seaside town with a splendid beach, admirably adapted for sea bathing, is the only harbour on the whole west coast of Jutland where steamers can enter, and from this place thousands of tons of Danish produce, mostly butter and bacon, are exported to London.

From Esbjerg train may be taken to Copenhagen, *viâ* Fredericia, crossing the Little Belt (15 minutes) in steam ferry to Strib on the island Fühnen; rail to Nyborg, whence the passengers are transferred to Korsör, on the island Seeland, in large ferries with superior passenger accommodation, including restaurant; passage about 1 hour. From Korsör 2 hours by rail to Copenhagen.

Steamers run from *Copenhagen* five times a day to *Malmö*; the steamer leaving 8 p.m. connects with the express train to Stockholm. Sleeping-car leaves Malmö 9.26 p.m.

Trains leave 6.57 a.m. and 9.5 p.m. to Helsingborg, connecting with express trains for Gothenburg and Christiania. Also 10.55 a.m. for Gothenburg.

There is a steamer for Christiania Mondays and Thursdays, 12 noon, and for Gothenburg Wednesdays and Saturdays, 6 p.m.

Copenhagen.

Copenhagen is the capital of Denmark, and has a population of about 500,000, including the suburbs.

British Minister: Henry Crofton Lowther; office, Bredgade, 26.

Consul: Mr. Robert Erskine; office, Toldbodvej, 28.

U.S. Minister: Dr. J. Egan; office, Amaliegade, 12.

U.S. Consul: Edward D. Winslow, Trondhjemsgade, 13.

Distance from England, 728 miles; transit, 36 hours.

Telegrams: 3d. per word. Great Northern Telegraph Company from any Post Office in the United Kingdom.

Parcel Post: 3 lb., 1s. 9d. over Holland or Belgium.

Entering Copenhagen by railway, we arrive at the Central Station near the Tivoli, in the new quarter of the town.

The larger first-class hotels are in the centre of the city,

about a quarter of an hour's drive from the station. Some smaller and cheaper hotels are near the station.

The most important places of interest in Copenhagen are :—

Thorvaldsen's Museum, the Museum of Northern Antiquities, one of the finest existing. The Church of Our Lady (Frue Kirke) with Thorvaldsen's Twelve Apostles. Rosenborg Castle. The chronological collection of the Kings of Denmark. Cards of admission (50 öre) on application to the inspector, Mr. Bering Lisberg, who resides in the Middle Building. The Marble Church and the Russian Church. The Exchange; week-days, 1.30 to 3.30. The Royal Picture Gallery, open 12 to 3, except Mondays. The Glyptothek at Vesterboulevard. The new Town Hall, with a fine tower open to visitors (lift). St. Alban's English Episcopal Church, near the Custom House, the foundation-stone of which was laid by the Prince of Wales in 1885. This is the first English Church erected in Denmark. The reredos and font are embellished from designs by Mr. George Tinworth. A beautiful stained-glass window was presented by Sir Edward Monson, K.C.M.G., formerly British Minister at Copenhagen. The picturesque site on which the Church stands was granted on a perpetual lease by the Danish Government.

Of gardens and parks the most prominent are: Frederiksberg Garden, joining the Zoological Garden, one of the finest in Europe. Söndermarken, Rosenborg, and King's Gardens. Örsteds Park, Östre Anlæg and the Botanic Garden, open to visitors every day.

The most fashionable promenade is Östergade, Kongen's Nytorv and Bredgade. From Bredgade a small street leads into Amalienborg Square with the Royal Palaces.

The Fashionable Drive is along the Langelinie, a narrow neck of land between the Citadel and the sea, on which the outer fortifications stood formerly. There is a beautiful view over the Sound and harbour all along this promenade, on which the *élite* of Copenhagen may be seen between two and four o'clock in the afternoon. At the end of Langelinie is the free harbour, which was finished in 1897, and cost twenty-two millions of kroner.

For particulars of entertainments and places of amusement, the daily press should be consulted, as they publish a

complete list. Electric trams leave Kongen's Nytorv for Fredriksberg, and for nearly all places of interest in the suburbs and outside Copenhagen.

The most pleasant way of spending the evening is to pay a visit to the *Tivoli Gardens*, where there is always something going on. The Exhibitions are generally kept in the extensive grounds adjacent, and the Circus, the Panoptikon (Scandinavian) Varieties, Concert Halls and Panoramas are clustered around this neighbourhood.

Opposite the Tivoli, where the old railway station was, there is now the Grand Biograph, with excellent music. The new railway station has been erected on the same side as the Tivoli.

Wivel's Terrace, adjoining the Tivoli, is the most favourite rendezvous in the evening.

N.B.—For other establishments and hotels, *see* advertisements under Copenhagen.

Cook's Conducted Carriage Excursions in Copenhagen and its Environs.

First Excursion.

King Christian V. Monument—The Great Northern Telegraph Company's Building—The English Standard Life Insurance Company's Building (called the Marble House)—Palace belonging to the Minister of Foreign Affairs—Charlottenborg Palace (Picture Gallery)—The Students' Union Building—The Royal Theatre—Admiral Niels Juels Monument (conqueror in the battle at sea in Kjöge Bugt, 1679)—The National Bank—The Navy Church—The Monument of the late King Frederick VII.—The Fish Market—The Flower Market—The Round Tower (spiral staircase 14 feet broad, to the top 110 feet)—The University, with several large Museums—Our Lady's Church, with Thorvaldsen's celebrated sculptures, Christ and the Twelve Apostles—The old Town Hall, with old Fountain—The Northern and Ethnographic Museums—Thorvaldsen's Museum and Mausoleum—The Concert Hall—His Majesty King of Greece's Palace—The Marble

Church—The Russian Church (built by the late Emperor of Russia)—The Parliament Building—The English Church of St. Alban.

Luncheon.

Long Line (a charming promenade along the entrance of the harbour)—The New Free Port—The Lakes, with Embankments—Queen Louise's Bridge—The Western Boulevard—The New Town Hall—The Fire Brigade Headquarters — The Glyptothek — Scientific Society's Building—Christiansborg Palace, with the King's Stables and old and new State Carriages—The Government Building—The Exchange.

Fare, including Lunch, 16s. 6d. *(subject to a minimum of*

SECOND EXCURSION—COPENHAGEN.

The Navy Yards Quarters—Admiral Suensons Monument (conqueror in the battle at Helgoland, 1864)—The Great National Museum—The Botanical Garden—Northern Boulevard—The Technical School—Örsted Park, with the Monument of Örsted, a famous physician—The Dagmar Theatre—Circus—Tivoli—The Liberty Obelisk—Frederiksberg Palace and Gardens—King Frederick VI. Monument.

Lunch.

Frederiksberg Palace—Zoological Garden—The Park, with the Waterworks and Reservoirs—Church of Jesus—Glyptotheket—Panopticon—The Museum for old Home Work.

Fare, including Lunch, 8s. 9d. *(subject to a minimum of four)*.

THIRD EXCURSION—COPENHAGEN.

King's Garden—Infantry Barracks—The Old Tower Rosenborg—Municipal Infirmary—Polytechnic Academy —The Eastern Park—Riding School, with Stables—St. Jacob's Church.

Lunch at Charlottenlund in the Deer Park.

Charlottenlund—The King's Summer Residence—Jägersborg Alley—Bernstorff Palace—The late King's Summer Residence—Jägersborg Hussar Barracks—Wolf's Alley—King's Hunting Lodge ("Hermitage")—Klampenborg (large watering-place)—Strandveien (road along the coast to Copenhagen)—Long Line—Custom House—Amalienborg Palace (the King's and Crown Prince's Winter Residence)—King Frederick V. Monument.

Fare, including Lunch, 15s. (*subject to a minimum of four*).

Cook's Special Excursions to Frederiksborg and Fredensborg.

Including conveyance from the Hotel to the Railway Station, First Class Rail to Frederiksborg, Drive to the Castle, Luncheon, Drive to Fredensborg, Fees for showing Castle at Frederiksborg and the Palace at Fredensborg, Drive to the Station, First Class Rail to Copenhagen, Drive to the Hotel.

Express Train leaves Copenhagen 10 a.m., arrives at Frederiksborg 10.56 a.m.—Drive from the Station to the Castle—See the Castle (formerly the Danish King's residence, now turned into a great National Museum)—See the Church (with its paintings of the world-renowned painter, Bloch)—Luncheon in the Park belonging to the Castle—Drive through the most beautiful forests to Fredensborg—See the Palace. Here nearly all the crowned heads in Europe have been entertained, viz., the King of Great Britain and Ireland, the late Emperor of Russia with family, the German Emperor Wilhelm, the King of Sweden, the King of Norway, the King of Greece with his family, the King of Saxony, the King of Portugal, the Grand Duke of Baden, His Royal Highness the Prince of Wales with family, the Duke of Cumberland with family, the Crown Prince of Sweden and Norway, the Duke of Cambridge, and many others. All these sovereigns and princes have at one time been present at the Castle—Walk through the Park belonging to the Castle—Drive to the Station—Train leaves 5.30 p.m. for Copenhagen, arrives there 6.23 p.m.—Drive to the Hotel.

Fare, including Lunch, £1; *with Second Class Rail*, 16s. 9d. (*subject to a minimum of four*).

FOR THE EXCURSION TO FREDERIKSBORG ONLY.

With First Class Rail, 15s. 9d.; *with Second Class Rail*, 13s. 3d. (*subject to a minimum of four*).

For any of the above excursions or drives apply to COOK'S Office, 26, Kongens Nytorv, where tickets are issued and berths may be booked.

A number of delightful excursions can be made from Copenhagen by rail or steamer: to Klampenborg with Bernstorf Palace, where Queen Alexandra passed the summers in her youth, and the Hermitage (Eremitagen); Skodsborg, Rungsted, Lyngby and Holte, with their charming lakes. Roskilde, with the Cathedral, where all the Kings and Queens from the tenth century down to the present time are buried, and in numerous chapels.

Elsinore.

(*Helsingör.*)

This is the only town of any importance, outside of Copenhagen, on the north-eastern side of Sealand. The Northern Railway of Sealand connects it with Copenhagen. Trains run frequently, about 36 English miles, in one to two hours.

Steamers leave the quay at the Havnegade once a day for Elsinore and Helsingborg (in Sweden) during the summer months.

About five minutes' walk from the steamboat pier at Elsinore lies the old *Castle of Kronborg*, built by Frederick II. (1574–1584 A.D.), supposed to be the scene of the play of "Hamlet," and it is on the battery over which the flag flies that Shakespeare makes the ghost of Hamlet's father pass the sentinels.

Kronborg Castle compelled the ships of all nations passing through the narrow Strait of *Öresund* to pay a toll, and Denmark effectually held the key of the Baltic until 1857, when, by a general concert of the nations of Europe, she was compelled to accept a capitulation grant of £18,000,000 for this lucrative privilege.

Since then Denmark has lost much, but the spirit of the people is still patriotic, which will be felt by the stranger

Seventh Day.—In the morning by paddleboat (*not* the steamboat), *viâ* the river Gudenaa and the lakes to *Himmelbjerg*, a high wooded hill with a splendid view. The boat stops at all places of interest, and a guide accompanies visitors to the different points.

This excursion, one of the finest in Denmark, takes about four hours. On the Himmelbjerg is an hotel (luncheon).

If the travellers have only hand-luggage, and the paddleboat is not too crowded, they can bring their luggage with them from Silkeborg, and take the steamer *Hjelen*, which runs all day forwards and backwards on the lakes, from Himmelbjerg to *Laven Station*, on the opposite coast (15 minutes), in time to catch the train, 4.02 p.m. for *Aarhus*.

If the travellers have heavy luggage they must leave it at Silkeborg, and go back to Silkeborg, from Himmelbjerg by the steamer (c. 45 minutes) in order to take the train for Aarhus. Train leaves Silkeborg 3.31 p.m. (at Laven Station, 4.02), arrives at *Aarhus* 5.39 p.m. (Hôtel Royal).

Walk after dinner along the sea coast to *Riisskov*, a wood, with evening concerts, or to a nearer establishment just outside the town, "*Vennelyst*," a pleasure garden, also with concerts.

Eighth Day.—In the morning, see the Cathedral (close to the hotel). It is an old church of the thirteenth century, lately restored.

Leave Aarhus at 11.45 a.m. by steamer (luncheon on board) for Kalundborg, in Sealand (Sjælland). Arrive there at 4.20 p.m. Train leaves Kalundborg 4.40 p.m., arrives at *Copenhagen* at 6.52 p.m.

From Aarhus several excursions can be made in the north of Jutland if travellers have time, and we should especially recommend a trip to the north point of Jutland, *the Skaw* (Skagen), in order to see some peculiar and wild scenery.

A two days' tour.

Leave Aarhus 5.47 p.m. for *Aalborg*. Arrive 8.51 p.m. (Hotel Phœnix.) Pass the night there.

Next morning leave Aalborg 7.39 a.m. Arrive at the *Skaw* (*Skagen*) 11.50 a.m. (The Bath Hotel, Bröndum's

Hotel; the dining-room is decorated with sixty pictures by Danish painters.) In the afternoon drive to the *Lighthouse* and *Grenne*, the projecting point of land which separated the North Sea from the Kattegat (3 English miles). In the evening a pretty walk on the beach.

Next morning leave the Skaw (Skagen) by train, 7 a.m. for *Hulsig Station*, arrive at 7.29 a.m. Carriage at the station (should be ordered beforehand). Drive across the heath to *Kandestederne*, a little village, like an oasis in a desert, and thence through the interesting sandhills, (Klitter) to the imposing *Raabjerg Miler*, great sandhills without any vegetation. Back to Hulsig Station. (Usual price for this carriage drive, 4 kr.)

Train leaves Hulsig Station for Aarhus 2.39 p.m. Arrive at Aarhus 10.56 p.m.

Copenhagen and Environs.

Ninth Day.—The *Ethnological Museum*, or the *Old Northern Museum* (10 to 12 a.m.). In the afternoon, *Thorwaldsen's Museum* (before 3 p.m.). Walks in town and on the *Long Line* (Langelinie), the favourite and fashionable walk along the harbour. Evening at *Tivoli*, popular pleasure garden, with music and all sorts of amusements.

For days and hours when the different museums, &c., are open, see local papers.

Tenth day.—At 9.30 or 10 a.m., by cab or tram to *Frederiksberg Garden* (half-hour's drive), beautiful old Palace Park. The Palace is now turned into a Military School. Visit the adjoining *Zoological Garden* (entrance near the Palace). Luncheon there or at Josty's, in the Frederiksberg Garden. Cross the high-road to Roskilde and walk through the *Söndermarken*, another public park, to the new *Church of Jesus*, a beautiful and elaborately decorated little church, erected entirely by the munificence of Mr. Jacobsen, who lives near the place. It is said to have cost one and a half million kroner (about £84,000). From the church pay a visit to the *Glyptothek*, also established by the same Mr. Jacobsen, and given by him to the city of Copenhagen, where a new building

is being erected to receive its contents. (Open 12 to 3 p.m.) Back to Hotel. Evening at the Circus.

Eleventh Day.—By steamer to *Skodsborg* (1¼ hours' passage along the beautiful coast, studded with villas, the gardens of which run down to the water's edge). Luncheon at the hotel in front of the landing pier. Walk to the Concert Pavilion above the hotel, and just inside the Deer Park. By carriage from the Skodsborg Hotel through the extensive *Deer Park*, containing hundreds of deer, past the little shooting-box, "Eremitagen," to *Klampenborg Hotel* (dinner); a much-frequented bathing-place, with evening concerts. Back to Copenhagen by rail (half-hour). Trains leave every half-hour.

Twelfth Day.—*The Old Northern Museum* (or Museum of Northern Antiquities), or the *Ethnographical Museum*, 10 to 12 a.m. After luncheon, *Rosenborg Castle*, containing a valuable chronological collection of treasures that have belonged to the Danish kings. Most interesting; it takes a couple of hours. Entrance fee, 1 kroner per person.

Evening at National, another place of amusement close to Tivoli.

Thirteenth Day.—Leave Copenhagen by rail (Northern Railway Station), 10 a.m., for *Hilleröd* (Frederiksborg) *Station*. Arrive 10.57. Take a carriage (waggonette) at the station to save time; drive to the *Castle*, a very fine structure built in the lake, formerly the residence of the kings, now, after the fire in 1859, rebuilt and turned into a National Historical Museum; entrance fee, 50 öre. Let the carriage wait. A guide conducts parties through the Castle and the Church. Time occupied, about two hours.

There is an hotel (Leidersdorf) close to the Castle.

From Frederiksborg Castle back to the station in time for train, 1.19 p.m. Arrive at *Fredensborg* 1.38 p.m. Walk from the station to the Palace, stop on the way to the hotel (luncheon). See *Palace*, which is shown, when the Royal Family is not in residence, and *Park*. Walk down to the left to the lake.

Leave Fredensborg by train, 4.6 p.m., for *Helsingör*. Arrive 5.22 p.m. Take carriage at the station, drive through town to the old *Castle of Kronborg* (beautiful view from the *Flagballery* over the Sound and the Swedish coast to the rocks of Kullen in the north), then to *Marien-*

lyst Cassino (dinner). Drive from the hotel to Helsingör. By train back to Copenhagen.

Fourteenth Day (Sunday).—Service at 11 a.m. in the English Church. In the afternoon by train to *Roskilde*, to see the *Cathedral*, with all the Royal tombs. From Copenhagen (main station), 1.8 p.m.; at Roskilde, 2.6 p.m.; from Roskilde, 3.40 p.m.; at Copenhagen, 4.39 p.m.; or other trains.

Fifteenth Day.—Excursion to *Malmö* and *Lund* in Sweden.

Leave Copenhagen by steamer (from Havnegade), 11.30 a.m. (Passage about 1¼ hours.) Luncheon on board.

From *Malmö* by train, 1.10 p.m., to *Lund* (about half-hour). See the *Cathedral*, a very fine old church from the beginning of the twelfth century. Outside Lund was fought a famous battle between the Danes and the Swedes in 1676.

Back to Malmö by train, about 4.24 p.m.; from Malmö by steamer to Copenhagen, 6 p.m. Evening at the Circus or at Tivoli. Dinner can be had at Kramer's Hotel, Malmö, if time allows, before the steamer goes (in that case, dinner should be ordered before leaving for Lund). There will be more time on board the steamer or at the Tivoli (Restaurant in the Bazaar Building).

Sixteenth Day.—Back to England. Leave Copenhagen, 8.20 a.m., by train (main station) *viâ* Korsör—Fredericia for Esbjerg. Luncheon on board the steam ferry on the great Belt (Storebelt); dinner in the railway restaurant at Fredericia.

Arrive at *Esbjerg*, 4.22 p.m. Steamer for Parkeston leaves soon after.

Seventeenth Day.—Late in the evening or in the night, arrive at *Parkeston*.

Eighteenth Day.—In the morning proceed to *London*.

(Passengers generally can catch the connection the same evening and reach London about 8 p.m.)

The journey from Copenhagen to Esbjerg can also be made by other routes.

Sixteenth Day.—From Copenhagen, 9 a.m., to Korsör, thence by steamer to *Svendborg* (leaves directly after arrival of train). Passage, three hours. Wandall's hotel.

The town is beautifully situated. Walk, drive or by steamer to *Christiansminde;* a wood close to the town, with restaurant and bathing establishment. Also fine walks behind the town, with lovely views over the town; the surrounding woods and the winding waters with the islands of Taasinge and Langeland.

Seventeenth Day.—By carriage (is taken across to the steam ferry) to the island of *Taasinge.* Drive to the prominently situated church of *Breguinge*, from where a most extensive view is to be had. From Breguinge back to Svendborg *viâ Valdemar's Slot* (an old castle, which has belonged to the renowned Admiral Niels-Juel, and is still in his family) and the pleasant fishing village of *Troense.*

Eighteenth Day.—Leave Svendborg, 6 a.m., by train for *Odense;* arrive there at 8.20 a.m. See the church of St. Knud, fine old Gothic building, dating from the thirteenth century, lately restored. Walks along the river and in town.

Luncheon at Brockmann's Hotel.

Leave Odense at 12.53 p.m., by Fredericia (dinner) for Esbjerg. Steamer for Parkeston waits for the train.

Nineteenth Day.—Arrive at Parkeston late in the evening, or in the night.

Twentieth Day.—Morning, proceed to London.

(Passengers generally can catch the connection the same evening and reach London about 8 p.m.)

Instead of going by rail from Svendborg to Esbjerg, *viâ* Odense and Fredericia, the traveller can also take the steamer from Svendborg to *Flensborg*, and then the train *viâ* Vamdrup to Esbjerg. The passage by the steamer is very pretty, but there is the inconvenience of German and Danish customs on that route.

For those who wish to spend a longer time at Copenhagen, several other excursions can be made, of which the following are the most interesting:—

I.—Copenhagen—Bornholm.

Leave Copenhagen by steamer, either 9 p.m. for *Rönne* (passage, to Bornholm about nine hours) or 7.30 p.m. (three times weekly) for *Hasle*, and round the island, touching at all the small towns down to *Nexö*; or by steamer to Malmö, train toYstad, and steamer to Rönne. (Passage, 3½ hours.)

Excursion from RÖNNE, by carriage, into the island (four days).

First Day.—From *Rönne* (Dam's Hotel) to *Almindingen* (Hotel Jomfrubjerget). It is a vast, fine wood on a very elevated ground in the centre of the island, interspersed with lakes, hills, and ruins. From Almindingen to *Louisenlund*, a little wood, with a quantity of old memorial stones from the early ages of paganism. On to *Svanike* (Hotel Ostersöen), a small town on the east coast of the island, pleasantly situated.

Second Day.—To *Randkleveskaaret*, a steep, narrow passage in the wild, rocky coast, then on to the *Church of Osterlars*, the largest and prettiest of the four peculiar old round churches in the island; past the little fishing village, *Gudhjem*, to *Helligdomsgaarden* (hotel). The scenery all around here is lovely. Walks lead through deep wooded valleys with streams, and over wild rocks to many beautiful points of view.

Third Day.—Through the small towns of *Allinge* and *Sandvig* to *Blanch's Hotel* at *Hammershus*, on the north point of the island. Good hotel and beautiful scenery. Close by are the extensive ruins of the old *Castle of Hammershus*.

Fourth Day.—To *Rönne*. Steamer for Copenhagen leaves in the evening about 10 o'clock (daily).

Rönne can also be reached the third day, but it gives very little time for Hammershus, which is well worth a longer stay.

II.—From Copenhagen to the Cliff of Möen (Möen's Klint).

First Day.—Leave Copenhagen by train, 10.20 a.m., for *Masnedsund*; arrive 12.42 a.m., by steamer (daily, except first Friday in every month) to *Stege*. Luncheon on board. Passage two hours. From Stege, by carriage, to the cliff (a couple of hours).

Instead of leaving Copenhagen by train, travellers may go by steamer (two or three times a week) direct to *Stege*.

There is no hotel on the cliff, but accommodation can be had at the farmhouse of *Liselund*, situated in a fine wood near the cliff, which here is called *Little Cliff* (*Lilleklint*).

Second Day.—Drive to **Great Cliff (Storeklint)**, the most beautiful scenery in all Denmark. The cliff consists of white chalk with many clefts and fissures, and is largely wooded. The road on the top of these steep cliffs winds in and out, and reveals a series of lovely views over the blue sea.

If the time is limited the traveller can arrange to be back at Liselund about twelve o'clock for luncheon. Then drive to *Stege*, in time for steamer (leaves 3.0 p.m.) to *Masnedsund*, and from there train to *Copenhagen*. Arrive there 7.27 p.m.

. . . . .

The steamers between Hull and Leith and Copenhagen and Parkeston and Esbjerg are excellent boats, the accommodation good, and the captains very obliging.

Tickets for the journey, and also for excursions in Denmark, are issued at the

Chief Office of THOS. COOK & SON, Ludgate Circus, London, and at their BRANCH OFFICES.

Dronninggaard and the Château of Ness.—A very pleasant excursion may be made by rail to Holte, 15 miles north of Copenhagen. From a pavilion on the top of a wooded hill, near the station, a fine view may be had over the lakes and forests. A few minutes' walk from the station the road to the beautiful park of "Dronninggaard" passes under a railway arch, and on the other side of the railway line a fine view opens over Lake *Vejle*, and

in the distance a glimpse is caught of Lake *Fure*. Steamers ply on the lake between the bridge "Jägerhus" and Ness. A fine road leads along the northern bank of the lake, and another along the southern bank, the latter passing through a wood, and continues past many fine villas to the Vejle Bridge spanning a canal, whence a beautiful panorama opens. From this point a path leads along a slope to the villa park of "Dronninggaard," about half an hour's walk from the railway station. The northern road branches off to the right from the railway arch at a point marked by two white gateposts, and leads straight to the Ness, passing along the border of a forest, behind which lies Lake Fure, which it conceals from view; on the left the road alternately passes along Lake Vejle, or runs through cornfields and meadows. After a few minutes' walk the arch of Dronningholm Bridge is reached, over the canal connecting the lakes of Vejle and Fure, and through which the steamers run. Lake Fure is considered the most beautiful lake in the North of Sealand. Its banks are studded with stately villas. The road continues across the Ness Bridge to the large and beautiful park of the Château of Ness. Most tourists prefer to go by the steamers, from the upper deck of which they can enjoy the beautiful scenery in perfect ease; but as the steamers call at frequent stopping-places along the roads, opportunities are afforded the passengers of varying the journey by taking walks and exploring the country. After passing through the Canal into Lake Fure, the steamers stop at the pier of *Jägerhus*, from which a flight of natural steps lead up the hill to the châlet and two side pavilions. This is a favourite pleasure resort, with an excellent restaurant, shaded by grand trees. From "*Jägerhus*" the excursion may be continued either by walking through the woods to the Château of Ness, about 15 minutes, or by steamer on the lake. Several well-kept roads lead through the wood, and there are comfortable seats everywhere. Besides the grand beeches, there are numerous specimens of other species of rare trees, of which there is an interesting collection to the right of the château which dates back to the reign of Frederick III., who built Fredricksdal, and presented the Ness to his consort, Queen Sophia, where she erected a "Villa" and established a dairy. In the gardener's lodge a plate in the wall bears the monograms of King Frederick and Queen

Sophia. The royal villa was, however, destroyed by fire. The estate was afterwards sold and another building was erected, which was sold and passed through the hands of several owners until it was bought by Privy Councillor Fredrik de Conninck (1740–1811), a wealthy Copenhagen East India merchant of Dutch origin, who built the present château, and who was completely ruined in consequence of being accused of treason for having supplied provisions to the English Army. After a long trial, during which he defended himself vigorously, proving to the satisfaction of his judges and the Government that what he had really done was to avert a far greater calamity, and that he had saved Copenhagen from being sacked and pillaged, he was fully and honourably acquitted, but died a ruined and heart-broken man. He was a great philanthropist, and enjoyed undiminished popularity among the people, who never doubted his loyalty. In 1822 his son was forced to give up the estate, which was sold. The château was allowed to fall into decay, the columns were covered with weeds, the park turned into a jungle, and the ruined old mansion was only tenanted by owls and ravens, until some gentlemen of Copenhagen had the happy idea of forming a company, who acquired the estate and transformed it into one of the most charming pleasure resorts for the constantly increasing number of tourists visiting Copenhagen. Not far from the main building, to the right, in the park facing the lake, stands a marble obelisk, erected in 1783 by Councillor de Conninck in honour of General Drevon, his friend. At the entrance to the park stands a huge block of sandstone, on which is carved a long French inscription in poetry by Gen. de Drevon : " Les adieux de l'ermite de Dronninggaard," extolling the glories of the old château and its charming surroundings. The inscription is surmounted by a pilgrim's hat, staff, and rosary.

The château, a stately, white building, contains a suite of grand apartments and a number of comfortably furnished rooms commanding fine views. At the back there are two beautiful pavilions. On the fine lawn sloping down towards the lake, stands a large sundial by Peter Vilhjelm, 1786. In the lake opposite the palace lies a charming island with fine trees and pleasant walks. To the left are the woods of Fredriksdal, in front the "*Nörreskov*" (north wood), beyond which the view is closed

by the "Fishback" and the forest around Lake Farum, where the famous "amphibious boat" runs between *Lyngby* and *Farum*, crossing the narrow strip of land which divides the two lakes, across which it makes its way with equal ease.

The château offers accommodation for visitors wishing to stay overnight, and there are a number of restaurants and refreshment places in the park. Excellent fishing may be had, the lakes and streams which abound with perch, pike, tench, bream, and large carps. Among the places of interest may be mentioned the Rabbit Farm, within easy walking distance, adjoining the park, the forester's house, and the stables, not far from the entrance to the forest.

This excursion may either be made in one day or several days be spent at the château.

(model farm of Iceland); returning by steamer after four, five, or eight days' stay.

Tours VII. and VIII.—Riding tours through the Island.

Tour IX.—Steamer to Reykjavik, passage occupying three and a half to four days. One day's riding excursion round about Reykjavik, thence by steamer to the whale stations on the West Coast, occupying two days. A stay could be made at one of these for eight days, accompanying one of the steamers on a whale-hunting expedition. Steamer thence to Akureyri, at which a stay of eight days could be made, taking riding excursions as shown in Tour VI., returning by the East Coast.

Great improvements have lately been made in Iceland under the present local government. A cable has been laid across the Farroe Islands to Denmark, a wireless telegraph station has been established, roads and bridges are being constructed, and quays are being built in the harbour of Reykjavik. There are several good salmon rivers in the island.

Besides the steamers to Leith and Copenhagen, there are also now boats frequently running between Iceland and Norway.

Cook's Agent at REYKJAVIK, Mr. Helgé Zoëga.

Tour No.	Name of Steamer.	Date of leaving Leith.	Date of arrival at Reykjavik.	TOURS INCLUDE IN ICELAND.	Date of leaving Reykjavik.	Date of arrival at Leith.	Fare from and to Leith. £ s. d.
1	Ceres ...	June 17	June 26	3 Days' touring. 2 Days in Reykjavik. Visiting Thingvellir and neighbourhood—driving tour only	June 30	July 4	10 11 9
2	Botnia ...	July 2	July 11	5 Days' touring. Visiting Thingvellir, Geysers, and Gullfoss ...	July 15	July 20	13 14 9
4	Stirling ...	July 12	July 16	8 Days' touring. 1 Day at Reykjavik. Visiting Thingvellir, Geysers, Gullfoss, Hecla, etc.	July 24	July 29	18 9 3
5	Stirling ...	July 12	July 16	3 Days' touring. 1 Day at Reykjavik. Visiting Thingvellir and neighbourhood—driving tour only	July 19	July 29	10 1 3
6	Stirling ...	July 12	July 16	5 Days' touring. 4 Days at Reykjavik. Visiting Thingvellir, Geysers, and Gullfoss	July 24	July 29	15 11 6
7	Stirling ...	July 12	July 16	8 Days' touring 1 Day at Reykjavik. Visiting Thingvellir, Geysers, the Borgarfjord country and the famous caves there, etc. ...	July 24	July 29	19 10 3
8	Ceres ...	July 17	July 21	13 Days' touring. Visiting Borgarfjord country and the great caves, Thingvellir, Geysers, Gullfoss, Hecla, etc.	Aug. 2	Aug. 6	25 0 6
9	Ceres ...	July 17	July 21	12 Days' touring. 1 Day in Reykjavik. Visiting Thingvellir Geysers, Gullfoss, Hecla, Thorsmörk, etc.	Aug. 2	Aug. 6	24 15 3
10	Ceres ...	July 17	July 21	5 Days' touring. Visiting Thingvellir, Geysers, and Gullfoss. ...	July 25	Aug. 6	13 14 9
11	Ceres ...	July 17	July 21	3 Days' touring. 2 Days in Reykjavik. Visiting Thingvellir and neighbourhood—driving tour only	July 25	Aug. 6	10 11 9
12	Vesta ...	July 30	Aug. 10	2 Days' touring. 1 Day in Reykjavik. Visiting Thingvellir—driving tour only	Aug. 12	Aug. 27	9 0 3
13	Vesta ...	July 30	Aug. 10	9 Days' touring. 1 Day at Akureyri (Öfjord). **A cross-country tour** over the Highlands to the North Visiting Thingvellir, Geysers, etc.	From Öfjord Aug. 19	Aug. 27	31 1 3
14	Botnia ...	Aug. 4	Aug. 9	12 Days' touring. 1 Day in Reykjavik. Visiting Borgarfjord country with its famous caves, Thingvellir, Geysers, and Gullfoss, etc. ...	Aug. 19	Aug. 24	21 7 0
15	Botnia ...	Aug. 4	Aug. 9	11 Days' touring. Visiting Thingvellir, Geysers, Gulfoss, Hecla Thorsmörk, etc	Aug. 19	Aug. 24	22 13 3
17	Botnia ...	Aug. 4	Aug. 9	3 Days touring. 2 Days in Reykjavik. Visiting Thingvellir and neighbourhood—driving tour only	Aug. 13	Aug. 24	10 11 9
18	Botnia ...	Aug. 4	Aug. 9	9 Days' touring. 2 Days at Reykjavik. Visiting Thingvellir, Geysers, Gullfoss, Hecla, etc.	Aug. 19	Aug. 24	20 6 0
19	Stirling ...	Aug. 12	Aug. 16	8 Days' touring. Visiting Thingvellir, Geysers, Gullfoss, Hecla, etc.	Aug. 23	Aug. 28	17 18 9
20	Stirling ...	Aug. 12	Aug. 16	6 Days' touring. 2 Days at Reykjavik. Visiting Thingvellir, Geysers, Gulfoss, etc	Aug. 23	Aug. 28	16 2 0
21	Stirling ...	Aug. 12	Aug. 16	3 Days' touring. 1 Day in Reykjavik. Visiting Thingvellir and neighbourhood—driving tour only	Aug. 19	Aug. 28	10 1 3
22	Ceres ...	Aug. 21	Aug. 26	13 Days' touring 1 Day in Reykjavik. Visiting Borgarfjord country and the great caves, Thingvellir, Geysers, Gulfoss, etc.	Sept. 8	Sept. 13	25 11 0

NOTE 1. The fares do not include food on board steamers, which is charged at the rate of 4/6 per day.

2.—Every tourist will be supplied with two riding ponies and necessary room in packboxes for clothes, etc.

3.—A good English-speaking guide is sent with each party.

4.—Tours 1, 5, 11, 12, 17, and 21 are specially arranged for those who desire to make short and easy excursions, by driving up to Thingvellir and back to Reykjavik Tour 13 is arranged for **camping out,** and the necessary tents will be provided.

5.—The fares include all inland travelling expenses, viz., guides, ponies with necessary equipment, &c., and lodging and food throughout the tour.

SUPPLEMENT.

WINTER SPORTS IN THE NORTH

THE insular climate of the British Isles, with its many frequent and rapid changes, has made it necessary for Britons to look for the conditions favourable to Winter Sport elsewhere. The winter sport most familiar to Englishmen is no doubt skating, because there is generally ice to be found somewhere, even in the South of England, albeit of short duration; and in the Fens and farther North, not to mention Scotland, the invigorating sport of skating is cultivated with such zest and enthusiasm that a number of Englishmen have taken prizes in the international skating matches held on the Continent. For many years Holland has offered the attractions of its canals and inland waters to British skaters.

Most of the international skating matches have, however, been held in Norway, on the skating course in Christiania on Frognerkilen, an arm of the Christianiafjord between the peninsula of Bygdö and the town, and at Frogner, the rink of the skating club, or at Hamar, on Lake Mjösen, the conditions being unequalled. Several Norwegians have held the skating championship of the world, among whom the best known are, perhaps, Axel Paulsen, Hagen Östlund, and Oscar Mathiesen.

Almost everywhere in Norway the conditions are very favourable to skating.

Trondhjem, Lake Jonsvand, a high-lying mountain lake near the town.

Bergen, the Nordaasvand, a lake near the town, and the Lungegaardsvand in the town (p. 80) offer very

good sport. Along the Bergen Railway there are numerous lakes which are always frozen until mid-summer.

Bobsleighing is another winter sport familiar to most English people, although the conditions and opportunities for practising it are far more rarely found and much more limited in England even than those required for cultivating the sport of skating. However, this sport has of late gained a constantly increasing number of votaries. Its greatest attraction consists perhaps in the circumstance that it requires no long and difficult training, but can be enjoyed by the veriest tyro the first time he has an opportunity of trying it, provided he puts himself into the hands of an experienced steersman. This is specially a sport for ladies, involving no fatigue or danger. After sliding down a long hill at the speed of a railway train, the fair occupants of the bobsleigh may keep their seats and allow their cavaliers or some other useful attendants to pull the sleigh up to the top again, or to some other hill, whence the exhilarating slide can be repeated. Should the distance be too great, the intervals between the hills may be made either in a horse-drawn sleigh or in a "pulk" or reindeer-sleigh, as at Fjeldsæter, near Trondhjem, where the conditions for winter sports are ideal.

Lillehammer offers very good opportunities for all kinds of winter sports, owing to its fine, dry inland climate. Near Lillehammer is Gausdal Sanatorium, and along the railway in the Gudbrandsdal there are a number of hotels (p. 51—Sanatoria and Health Resorts). All these places are easily reached from Christiania by rail in six to eight hours. Specially equipped for winter sports are *Fefor Sanatorium* and *Furuheim Hotel* in the immediate proximity of *Vinstra Railway Station*, 140 kilom. (= 87½ miles) from Christiania.

Ski-Running.—During the last decade this grand sport has come into general favour on the Continent, and a ski-club has been formed in this country with the object of encouragement of ski-running generally and in particular by the development of the sport in the British Isles, the effecting of improvement in the style of ski-ing amongst members who have already had experience, the assistance of novices, the bringing together of persons interested, &c.

Although ski-running, as a sport, still is a novelty both in this country and on the Continent, it is as old as the mountains of Norway, or at least mention of it is found in the ancient history of the North. As far back as the fifth and sixth century ski-ing is identified with the Lapps, and Norwegians and Swedes have always practised ski-running as a ready means of locomotion when the great depth of the snow during the long northern winter obliterated all roads and made all vehicular communications impossible. Ski-running has always been a most important auxiliary to the hunters of the polar and sub-polar regions. In the Norwegian army ski-runners are used as scouts, and both officers and men are trained in ski-running.

Norway being the home of this new sport, Norwegian instructors have been in great request everywhere on the Continent during the last couple of winters.

While there can be no doubt about Norway offering the ideal conditions for ski-running both with regard to the climate and topography of the country, there have, up to the present, been two drawbacks, the first and perhaps most important being the want of first-class hotels, and, secondly, the crossing of the North Sea during the stormy winter months.

These difficulties are, however, no longer insurmountable. As to hotels, besides the very comfortable hotels in the towns, *Holmenkollen*, *Voxenkollen*, and the excellent *pensions* along the electric railway, three or four miles from Christiania, where the famous *Holmenkollen* prize ski-runs are held in the months of February and March, there are a number of good hotels in the Gudbrandsdal, already referred to, *Fjeldsæter* at Trondhjem, and last, but not least, the new hotels at *Gjedlo* and *Finse*, on the new mountain railway between Bergen and Christiania.

Although these hotels are fitted with all modern improvements and every comfort for the winter season, including electric light, central heating and perfect sanitary arrangements, they are not, of course, so pretentious as some of the finest and most expensive *hotels de luxe* on the Continent, yet they offer excellent accommodation and good food at very reasonable prices.

As to the journey to Norway, a crossing in one of the fine, new Royal Mail Steamers is quite a different thing

to what it used to be in one of the small cargo boats formerly plying between England and Norway, while an accelerated express service of through trains to the Continent still further reduces the duration of the journey.

The King and Queen of Norway being in residence at Christiania during the winter sports, of which their Majesties are the gracious patrons and exponents, the social life is all that can be desired. The new royal villa is near the course of the ski-runs.

As there are still many people who have never seen either ski or ski-running, the following remarks on this fascinating sport may be of interest.

With regard to the meaning and pronunciation of the word "ski" several explanations may constantly be heard which are more ingenious than correct, *i.e.*, that "ski" is really of the same derivation as the English word "skid," meaning to slide, and that it should be pronounced "she." With regard to the etymology of the word "ski," it is derived from the Icelandic "skid," Swedish "skid," meaning a slip of wood. The pronunciation of the word "ski" is not absolutely fixed, both "skee" and "shee" being used; the former is, however, strictly speaking Danish, the "k" being pronounced as "sh" in Norwegian in all similar words, *i.e.*, "skilling, skib, skind, skinke," &c.

The question which is probably of paramount interest to any one, before giving this new sport a trial, is, perhaps, whether it is possible for a novice, either lady or gentleman, to derive any satisfaction from such a trial, or would it not require a long and difficult training in order to become sufficiently proficient; how long would it take? and is it not dangerous? Without attempting to lay down a hard and fast rule, a fairly definite answer may be given. With a pair of ski, plenty of snow, some one to give a little supervision and assistance in the beginning, and a little patience, any one with average physique should have learnt enough after a week's practice to join in a long ski tour. It is by far easier to learn ski-ing in a short time sufficiently well to enjoy it than skating. As to its being dangerous, that question has no doubt been prompted by the descriptions and pictures of the flying leaps in the prize runs, the competitors appearing to be soaring above the tree-tops, and the longest leaps of the champions being given as 130 and 134 feet! This is no doubt correct,

but still both pictures and figures require some explanation. The pictures, which are reproductions of photographs, are optical illusions, the perspective not being true; and in considering the length, due allowance must be made for the fact that it is downhill, which is quite different to being on flat ground.

The whole question may therefore be summed up as follows: To learn ski-running is ten times as easy as learning skating, the opportunities of enjoying the sport are as ten to one, and the danger is also so much less, provided ordinary care be exercised. Beginners who are too venturesome often cause great merriment to onlookers by the strange antics and capers which they cut in the snow, but a fall on ski has generally no more serious consequences than a tumble in the hay, and it is wonderful to see with what zest and enthusiasm ladies and gentlemen and children enter into the sport from the very beginning, and how soon they gain confidence and proficiency. This accounts for the rapid increase in the numbers of people going in for ski-ing. While ten or twelve years ago there were hardly a score of ski-runners in Europe outside of the Scandinavian countries, there are now a hundred ski clubs with many thousands of members.

When and Where to Go.

As already stated above, Norway is the only country that offers excellent opportunities for ski-ing almost all the year around, there being parts along the new mountain railway from Bergen to Christiania where the snow never melts, and where even in June and July it is possible to indulge in ski-running.

It is advisable to get all necessary outfit in Norway, where the most suitable things can be had at very reasonable prices. On arrival ladies and gentlemen are advised to join a ski club. The secretary will give them all the assistance they require, and they will have the rights and privileges of membership, including accommodation at the club ski-huts, joining excursions, &c. Tickets and hotel coupons can be obtained from any COOK'S office, who will also give estimate of cost of tour, forward luggage, &c.

Other Winter Sports.—Besides the sports already mentioned there are a number of others, some of which have been introduced from other countries, *i.e.*—

Curling, a game played on the ice, of Scotch origin, consisting in launching from the hand a cheese-shaped round stone with a handle, of from thirty to forty-five pounds weight, along the surface of the ice to a mark or tee, as it is called, some thirty or forty yards distant, each player having two stones, and the principle of the game being the same as bowls on a bowling green. The conditions for this game may easily be found almost anywhere in Norway.

Ski-driving with horse, skating with sail, ice hockey, and pigging are also frequently practised.

Sleigh-driving through the country is very enjoyable. In the towns the cabs are taken off the wheels and put on runners, making very comfortable sleighs.

Besides these vehicles, there are others called "smal slœde" for one person and "bred slœde" for two persons used on the posting routes, for which Cook's Carriole and Stolkjœrre tickets are available. These sledges are furnished with fur rugs and are very comfortable.

Having outlined the enjoyments and pleasures of the winter sports of the North, it only remains to add that to the fresh, bracing, salubrious air of Norway is no doubt due the invigorating effect of the outdoor life which these sports make necessary.

THE PRINCIPAL CENTRES FOR WINTER SPORTS.

Voksenkollen—Mountain Hotel. Beautifully situated on the summit of a fine mountain range, flanking the picturesque valley and fjord of Christiana (1,640 feet above sea-level), surrounded by pine forests, Voksenkollen is one of the finest health resorts in Northern Europe. The hotel has one hundred guest-rooms, a number of reception-rooms, with fine lounge, ballroom, concert-room, &c., and is comfortably furnished and equipped with all modern improvements, including central heating, and all kinds of baths. There is a fine view of the town, the islands in the fjord, and the surrounding districts. Half an hour by rail from Christiania (p. 65.) Winter season from November to Easter.

Holmenkollen—Mountain Hotel. A very popular resort lower down, with fine hotel (1,100 feet above sea-level), about five miles from Christiania. Principal centre for winter sports, especially the prize ski-runs in February and March. Near the upper station of the electric railway.

Finse—High Mountain Hotel. Close to Finse Station, near the highest point of the Bergen High Mountain Railway (4,008 feet above sea-level). A commodious hotel erected by the Norwegian State Railways. The grand mountain slopes and the steady temperature of this high-lying plateau afford ideal conditions for enjoying winter sports, especially ski-ing nearly all the year round. Distance from Christiania 152 miles, from Bergen 118 miles, in about half a day (p. 93.)

Gjeilo Hotels. About 30 miles from Finse are situated three hotels, of which Dr. Holm's and Gjeilo Hotel are specially recommended (2,604 feet above sea-level), above the grand Hallingdal. At **Haugastol** between the two last-named places there is also a good hotel.

Fefor High Mountain Hotel, a fine residential hotel on the mountain plateau in the northern Gudbrandsdal, 11 kilometres (7 English miles) from Vinstra railway station, whence a good carriage road leads to the establishment, which consists of a large central building, commanding magnificent views of the famous Jotunheim (Giant's Home), and eleven detached villas. In the central building are the drawing-rooms, smoking, reading and billiard-rooms, and a dining hall for 150 persons. The hotel is situated on the picturesque lake Fefor, and sheltered by Mount Fefor-Kampen (4,000 feet) and the grand Rutenfjeld (5,000 feet) with unequalled ski courses. From the summit of Mount Fefor-Kampen the view is of imposing grandeur.

The perfection of the slopes for ski-running, the sheltered position, the fine inland climate, combined with the beauty of the scenery, has made Fefor one of the most favoured resorts for winter sports in Norway.

At Fefor the sun shines brightly in December on an average 5 hours every day; in January, 6 hours; in February, 9 hours; March, 12 hours; and in April, 15 hours.

Mean temperatures—December, 9°; January and February, 11·2°; March, 9·5°; and April, 4·2° C.

Trains leave Christiana - 7.10 a.m. or 9.10 a.m.
Arrive Vinstra - - - 3.4 p.m. or 6.43 p.m.

Drive by sledge from Vinstra, about 2½ hours—
1 person, Kr. 3.50; 2 persons, Kr. 5.0.

Fefor has been patronised by the Norwegian Royal Family, who have occupied one of the villas.

In this district there are a number of smaller hotels with moderate prices.

Voss—Fleischer's Hotel. Near Voss Station on the Bergen Railway, about 67 miles from Bergen. An old-established comfortable hotel, and well-known centre of the tourist traffic of the Western Fjord districts and winter sports of Western Norway. Surrounded by fine mountains and hills, with gentle slopes for ski-runs.

Tonsaasen, Breidablik, Frydenlund, and Fagernæs, on the Valders Railway, are also favourite resorts for winter sports, within easy reach by rail from Christiania, with good hotels.

Fjeldsæter, near Trondhjem, at the foot of Mount Graakallen (1,840 feet), with magnificent views over the town, the fjord and the surrounding country, extending to the Swedish frontier on one side and the snow-covered peaks of Troldheimen on the other. A fine carriage road leads from the town to the hotel. On the summit of Mount Graakallen is a "ski-stue" or châlet for ski-runners, where there is a visitors' book containing the entries of a number of English, German and Norwegian Royalties.

Konnerudkollen, a popular winter resort on the slopes of the mountain of the same name near Drammen, reached by rail from Christiania in 1½ hours, with a short drive from station to hotel. Prize runs are held here.

Kongsberg—Victoria Hotel and Grand Hotel. A picturesque mountain town, with the famous Silver Mines. Fine hills and slopes for ski-runs and bobsleighing. By rail from Christiania in about 4 hours.

Bolkesjo, in Eastern Telemarken, a popular winter resort. A most interesting sledge drive from Kongsberg of about 5 hours. Magnificent mountain panorama from both hotels, the most prominent features of which are the grand Lifjeld, Blefjeld, and Gausta. The hotels are situated on a terrace between the fine lakes of Bolke and Folsjö, the former 1,000 feet, the latter about 700 feet, above sea-level. Hotel Bolkesjö has 70 rooms and Gran's Hotel 30 rooms.

Telemarken has a fine winter climate, with a dry and equal temperature without winds or other atmospheric disturbances, the conditions for winter sports being unrivalled.

THE WINTER SEASON.

Although guests are received at all the mountain hotels in Norway, where winter sports are cultivated from November to the end of April, the climatic conditions are very different at the different places owing to their various positions, topography and latitude. The following table will indicate the most favourable time at the various places.

Weather reports are constantly received from Norway, and will serve as a guide to the choice of the most favourable resort. The months indicated in the following table by a dash (—) are the best for the respective resorts named.

	Nov.	Dec.	Jan.	Feb.	March	April
Voksenkollen		—	—	—	—	
Holmenkollen		—	—	—	—	
Finse				—	—	—
Gjeilo...				—	—	—
Fefor		—	—		—	—
Tonsaasen		—	—	—	—	
Frydenland		—	—	—	—	
Fagernæs		—	—	—	—	
Fjeldsæter		—	—	—	—	—
Kongsberg	—	—	—	—	—	—
Bolkesjö	—	—	—	—	—	—
Konnerudkollen		—	—	—	—	

EXCHANGE TABLE FOR NORWEGIAN AND DANISH CURRENCY.

AT 18 KRONER TO ONE POUND STERLING.

(100 ÖRE TO 1 KRONE.)

1d.	...	...	...	7½	Öre			£	s.	d.
3d.	...	...	...	22½	„	8	Öre	... ...	0	0	$1\frac{1}{15}$
5d.	...	...	...	37½	„	9	„	... ...	0	0	$1\frac{3}{15}$
6d.	...	...	...	45	„	10	„	... ...	0	0	$1\frac{1}{3}$
7d.	...	...	...	52½	„	20	„	... ...	0	0	$2\frac{2}{3}$
9d.	...	...	...	67½	„	30	„	... ...	0	0	4
10d.	...	...	...	75	„	40	„	... ...	0	0	$5\frac{1}{3}$
11d.	...	...	...	82½	„	50	„	... ...	0	0	$6\frac{2}{3}$
1s.	...	...	...	90	„	60	„	... ...	0	0	8
2s.	...	...	Kr. 1.	80	„	70	„	... ...	0	0	$9\frac{1}{3}$
3s.	...	...	„ 2.	70	„	80	„	... ...	0	0	$10\frac{2}{3}$
4s.	...	...	„ 3.	60	„	90	„	... ...	0	1	0
5s.	...	...	„ 4.	50	„	1	Kr.	... ...	0	1	$1\frac{1}{3}$
6s.	...	...	„ 5.	40	„	2	„	... ...	0	2	$2\frac{2}{3}$
7s.	...	...	„ 6.	30	„	3	„	... ...	0	3	4
8s.	...	...	„ 7.	20	„	4	„	... ...	0	4	$5\frac{1}{3}$
9s.	...	...	„ 8.	10	„	5	„	... ...	0	5	$6\frac{2}{3}$
10s.	...	...	„ 9.		„	6	„	... ...	0	6	8
11s.	...	...	„ 9.	90	„	7	„	... ...	0	7	$9\frac{1}{3}$
12s.	...	...	„ 10.	80	„	8	„	... ...	0	8	$10\frac{2}{3}$
13s.	...	...	„ 11.	70	„	9	„	... ...	0	10	0
14s.	...	...	„ 12.	60	„	10	„	... ...	0	11	$1\frac{1}{3}$
15s.	...	...	„ 13.	50	„	20	„	... ...	1	2	$2\frac{2}{3}$
16s.	...	...	„ 14.	40	„	30	„	... ...	1	13	4
17s.	...	...	„ 15.	30	„	40	„	... ...	2	4	$5\frac{1}{3}$
18s.	...	...	„ 16.	20	„	50	„	... ...	2	15	$6\frac{2}{3}$
19s.	...	...	„ 17.	10	„	60	„	... ...	3	6	8
20s.	...	...	„ 18.	00	„	70	„	... ...	3	17	$9\frac{1}{3}$
						80	„	... ...	4	8	$10\frac{2}{3}$
						90	„	... ...	5	0	0

N.B.—Norwegian and Danish money will also pass in Sweden, the monetary unit being the same for the three Scandinavian kingdoms.

WEIGHTS AND MEASURES.

The following is a summary of the chief Weights and Measures in use on the Continent and in the East. In Austria-Hungary, Belgium, France, Germany, Greece, Italy, Norway, Portugal, Roumania, Servia, Spain, Sweden, Denmark and Switzerland the metrical system has been adopted as follows :—

French and English Weights and Measures.

Mètre = 39·3708 in.	= 3·231 ft. = 3 ft. 3½ in. = 1·0936 yds.
Square Mètre (mètre carré)	= 1⅕ sq. yd. = (1·196).
Are (or 100 sq. mètres)	= 119·6 sq. yds.
Cubic Mètre (or Stere)	= 35⅓ cubic ft.
Centimètre	= ⅜ in.
Kilomètre	= 1093 yards = ⅝ mile.
10 Kilomètres	= 6¼ miles.
100 Kilomètres	= 62 1/10 miles.
Square Kilomètre	= ⅖ sq. mile.
Hectare	= 2½ acres (2·471).
100 Hectares	= 247·1 acres.
Gramme	= 15⅓ grains (15·432).
10 Grammes	= ⅓ oz. avoirdupois.
15 Grammes	= ½ oz. do.
Kilogramme	= 2⅕ lb. (·2) avoirdupois.
10 Kilogrammes	= 22 lb. do.
Metrical Quintal	= 220½ lb. do.
Tonneau	= 2,200 lb. do.
Litre	= 0·22 gal. 1¾ pint.
Hectolitre	= 22 gal.

English and French Weights and Measures.

Inch = 2·539 centimètres	= 25·39 millimètres.
2 inches	= 5 centimètres nearly.
Foot	= 30·47 centimètres.
Yard	= 0·9141 mètre.
12 yards	= 11 mètres nearly.
Mile	= 1·609 kilomètre.
Square foot	= 0·093 mètre carré.
Square yard	= 0·836 do.
Acre	= 0·4046 hectare = 4003 sq. metres nearly.
2½ acres	= 1 hectare nearly.
Pint	= 0·5679 litre.
1¾ pint	= 1 litre nearly.
Gallon	= 4·5434 litres = 4½ nearly.
Bushel	= 36·347 litres.
Oz. troy	= 31·103 grammes.
Pound troy (5,700 grains)	= 373·121 do.
Oz. avoirdupois	= 28·349 do.
Pound do. (7,000 grains)	= 453·592 do.
2 lb. 3 oz.	= kilogramme nearly.
100 lb.	= 45·359 kilogrammes.
Cwt.	= 50·802 do.
Ton	= 1018·048 do.

VOCABULARY AND USEFUL PHRASES.

NUMBERS.

ENGLISH.	NORWEGIAN AND DANISH.
One	En.
Two.	To.
Three.	Tre.
Four.	Fire.
Five.	Fem.
Six.	Sex.
Seven.	Syv.
Eight.	Otte.
Nine.	Ni.
Ten.	Ti.
Eleven.	Elleve.
Twelve.	Tolv.
Thirteen.	Tretten.
Fourteen.	Fjorten.
Fifteen.	Femten.
Sixteen.	Sexten.
Seventeen.	Sytten.
Eighteen.	Atten.
Nineteen.	Nitten.
Twenty.	Tyve.
Twenty-one, &c.	Enogtyve, &c.
Thirty.	Treti (Tredive).
Forty.	Firti (Fyrgetyve).
Fifty.	Femti (Halvtredsindstyve).
Sixty.	Sexti (Tresindstyve).
Seventy.	Sytti (Halvfirsindstyve).
Eighty.	Otti (Firsindstyve).
Ninety.	Niti (Halvfemsindstyve).
Hundred.	Hundrede.
Thousand.	Tusinde.

LANDING AND CUSTOM-HOUSE.

ENGLISH.	NORWEGIAN AND DANISH.
The steamer.	Dampskibet.
Arrival.	Ankomst.
Arrive.	Ankomme.
When.	Naar.
I.	Jeg.
We.	Vi.
You.	De.
Have.	Har.
Luggage.	Töi.
Cab.	Vogn.
Porter.	Bybud.
Presently.	Ştrax, snart.
At once.	Øieblikkelig.
Go.	Gaa.
To.	Til.
Ashore.	Iland.
Where, how.	Hvor.
Come here.	Kom hid.
Follow me.	Fölg mig.
Show me.	Vis mig.
Custom-house officer.	Tolbetjent.
Duty.	Told.
Bag.	Haandkuffert.
Trunk.	Kuffert.
Clothes.	Klæder.
No tobacco.	Ingen Tobak.
Spirits.	Spirituosa.
Brandy.	Cognac.
Please.	Vær saa god
Thanks.	Mange Tak.
How much.	Hvormeget.
Nothing.	Intet.
Yes—No.	Ja—Nei.
Good morning.	God Morgen.
" "	God Dag.
Railway.	Jernbane.
Too much.	For meget.
All right.	Godt.
Take my things.	Tag mit Töi.
Good horse.	God Hest.
Look out !	Varsko !

ENGLISH.	NORWEGIAN AND DANISH.
Poor horse.	Daarlig Hest.
Luggage.	Reisetöi.
Please let me have conveyance at once to	Behag lad mig faa Skyds strax til . . . . .
How much.	Hvor meget.
Fee, tip.	Drikkepenge.
Post-boy.	Skyds-Gut.
Hard road.	Tung Vei.
Hill.	Bakke.
Mountain.	Fjeld, Berg.
Waterfall.	Fos.

AT THE HOTEL.

Can I have a room?	Kan jeg faa et Værelse?
When is dinner?	Naar er Middag?
Warm water.	Varmt Vand.
Supper.	Aftensmad.
Breakfast.	Frokost.
Cheap.	Billig.
Dear.	Dyrt.
Very much.	Meget.
Little.	Liden.
A little.	Lidt.
Bed.	Seng.
Blanket.	Uldtæppe.
Pillow.	Hovedpude.
Sheets.	Lagener.
Air the Bed.	Lufte Sengen.
Fresh water.	Friskt Vand.
Meat.	Kjöd.
Bacon.	Flesk.
Fish.	Fisk.
Milk.	Melk.
Cream.	Flöde.
Call me at o'clock.	Væk mig Klokken——
Thanks.	Tak.

AT THE POSTING STATION.

Please let me have a carriole (stolkjærre).	Vœr saa god og lad mig faa en Kariol (Stolkjærre).
How long must I wait ?	Hvor længe maa jeg vente ?
I must leave at once !	Jeg maa reise strax !
I cannot wait !	Jeg kan ikke vente !
I came first.	Jeg kom först.
Please see my entry in the posting-book.	Behag at see min Indtegning i Skyds-Bogen.
The station-master is bound to serve travellers in the order in which their entries appear in the posting-book.	Stations Holderen er forpligtet at betjene de Reisende i samme Orden som de er indskreven i Skyds-Bogen.
Carriole — Stolkjærre — with springs.	Kariol—Stolkjærre—paa Fjære.

AT THE RAILWAY STATION.

English.	Norwegian and Danish.
Railway Station.	Jernbane Station.
First—second.	Förste—Anden.
Third class.	Tredie Klasse.
Ticket.	Billet.
To—from.	Til—fra.
What is the price— ?	Hvor meget koster— ?
Smoking.	Röge.
Carriage.	Vogn.
Compartment.	Coupé.
Non-smoking.	Ikke-Röge.
I am—I have.	Jeg er—Jeg har.
You are—you have.	De er—De har.
Shall have—will have.	Skal have—Vil have.
May—must.	Maa.
Ought.	Bör (*past tense*, burde).
Eat—food.	Spise—mad.
Mile—miles.	Mil (*singular* and *plural*)
Evening.	Aften.
Morning.	Morgen.
8 p.m.	8 Formiddag.
3 a.m.	3 Eftermiddag.
Time-tables.	Rute—Norges (Danmarks) Communicationer.

TRAVELLING BY STEAMER.

Captain.	Kaptein
First Officer.	Förste Styrmand.
Second „	Anden „
Head Steward.	Restauratören.
Waiter.	Tjener.
Girl.	Pige.

ENGLISH.	NORWEGIAN AND DANISH.
Boots (porter).	Drengen.
Hall Porter.	Portier.
Steamboat.	Damp-Baad.
Steamship.	Damp-Skib.
Cabin.	Lugar.
Berth.	Köje.
Saloon.	Salon.
The Cook.	Kokken.
The Quay.	Dampskibs-Bryggen " Kajen.
Boat.	Baad.
Ferryman.	Flötmand.
Ferry.	Flöt—Færge.
Sail.	Seil.
Steam.	Damp.
Rowboat.	Robaad.
Sailor.	Matros.
Rope—cord—string.	Toug—Snöre—Hyssing.

BANKING AND EXCHANGE DEPARTMENT.

With Branch Offices and correspondents in all parts of the world, we have exceptional facilities for transacting Banking and Exchange business for travellers on the most favourable terms.

In view of the losses by theft which frequently occur, we strongly recommend travellers not to carry surplus funds in the form of bank-notes, but to carry them by means of a Letter of Credit or Circular Notes. We issue Circular Notes for sums of £20 and upwards, in Notes of £20, £10, and £5, which are cashed by any of our Agents and Banking Correspondents, also Letters of Credit for £100 and upwards. If these are lost, the value is repaid by us against a suitable guarantee, providing the instructions issued with them are complied with.

We frequently make repayments against such guarantees, and we do not know of a single case where a traveller has ultimately suffered any loss, whereas if he had carried his funds in the form of bank-notes, there would have been little or no chance of recovering the amount.

We issue drafts, cash Circular Notes, and make payments on Letters of Credit issued by other bankers

We exchange *Foreign Money* in large or small quantities at the best current rates.

Sums of money can be remitted by cable between our principal Offices.

Current accounts opened and Deposits received for fixed periods, or at notice, at our Head Office, Ludgate Circus. Particulars as to terms, rates, &c., may be obtained, and deposits arranged, on application.

THOS. COOK & SON.

CHIEF OFFICE, LUDGATE CIRCUS,
LONDON.

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NORWAY—THE CONTINENT

viâ

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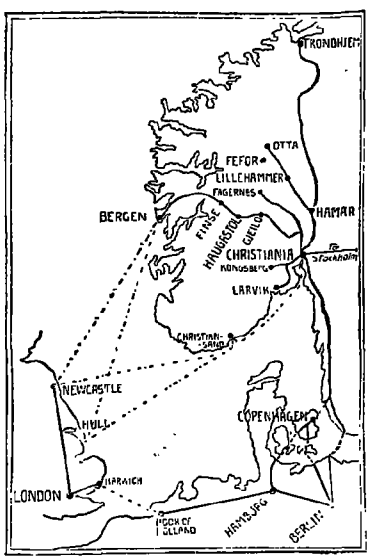
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Arriving at Trondhjem		Sunday, 7.0 p.m.
Returning from Trondhjem		Thursday, 10 p.m.
" " Christiansund		Friday, 8.0 a.m.
" " Aalesund		Friday, 3.0 p.m.
" " Bergen		Saturday, Noon.
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Arrive Hull		Monday, 4.0 a.m.

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Returning from Christiania	every	Wednesday, 1.0 p.m.
" " Christiansand		Wednesday, Midnight.
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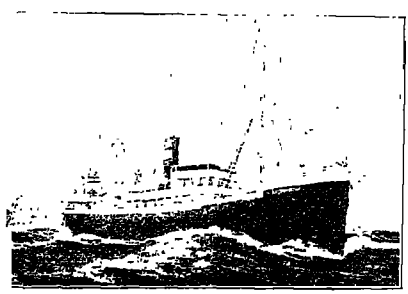
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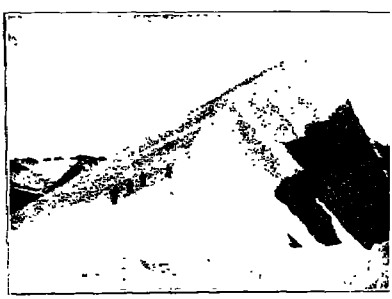
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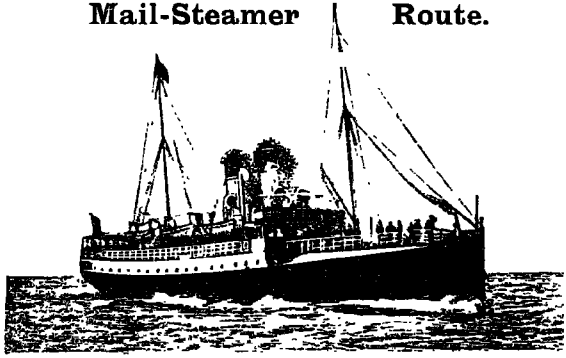
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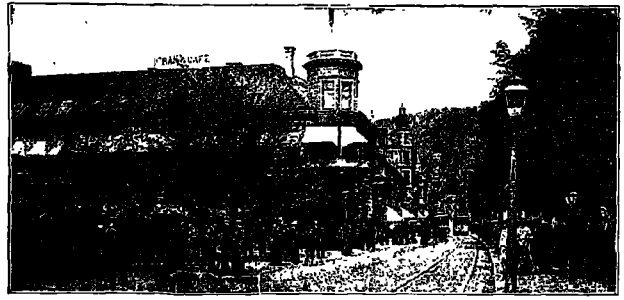
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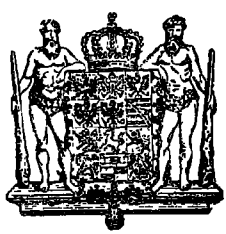
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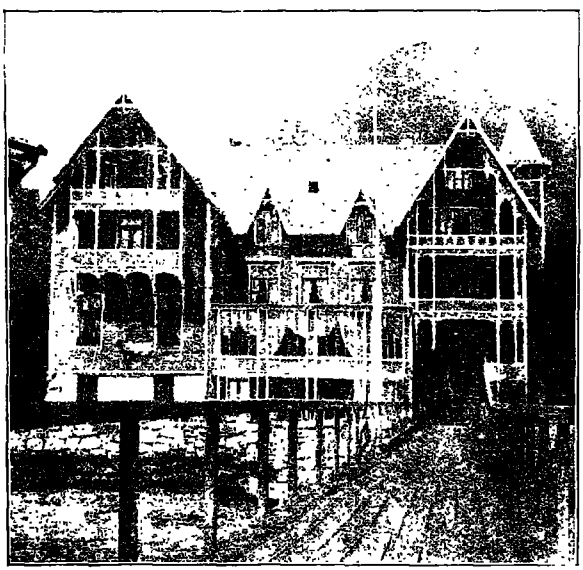
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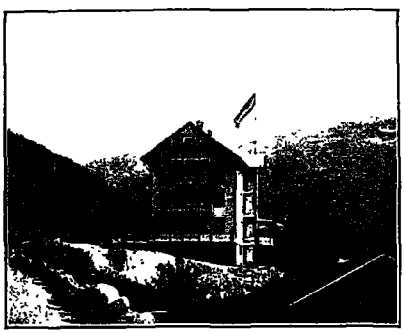
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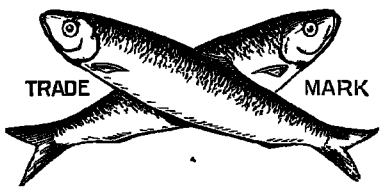
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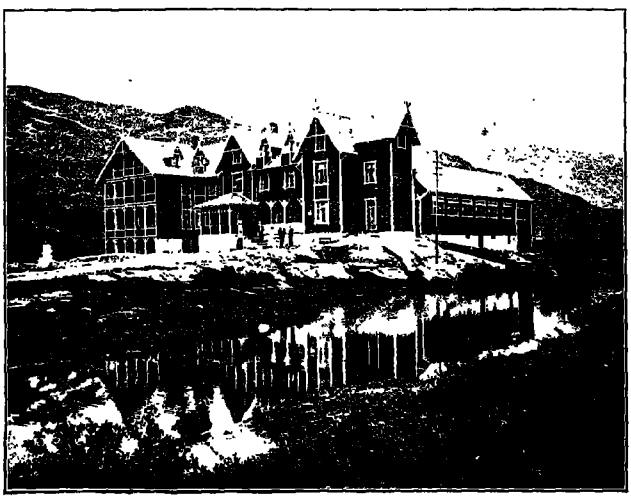
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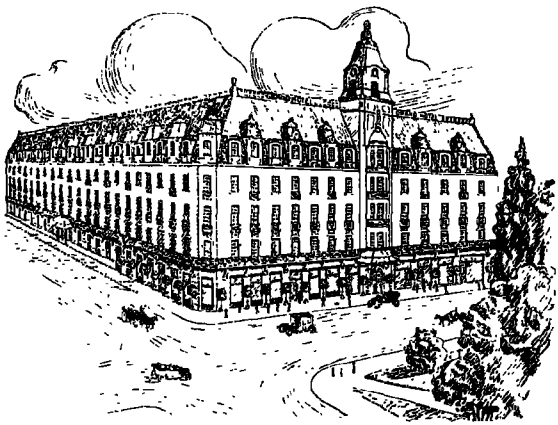
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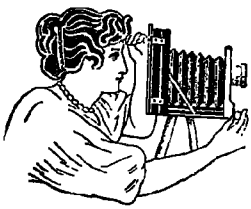
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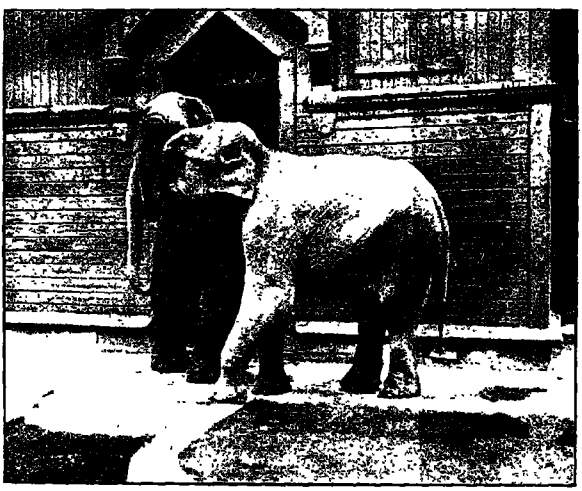
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